

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 151.—Vol. VII.]

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[PRICE 6^d.

SHARES IN VALUABLE BRITISH MINES, REVERSIONARY INTERESTS, ANNUITIES, &c.—PERIODICAL SALE.

MR. C. WARTON'S NEXT PERIODICAL SALE, by AUCTION, of the above description of property, will take place at the Mart, opposite the Bank of England, on Thursday next, the 19th July instant, at Twelve o'clock, and will include SEVERAL FLOURISHING MINES, including one 192d part or share in the celebrated Tresavean Mine, regularly paying dividends of £25 every two months; also shares in Wheal Providence, the Providence Mine, Relistian, Tamar, Redmoor, Polgreen, Perran, Harmony and Montague, Kellewells, and Wheal Morgan, and shares in the very promising Mine called Carigann, near St. Austell, now coming into profit, and from which ore of fine quality is raising (for sale by order of the executors of D. G. Astell, Esq.). Particulars are now ready for delivery, and may be had at the Auction Mart, and of Mr. C. Warton, Auctioneer and Agent for every description of Mining Property, No. 38, Threadneedle-street.

VALUABLE MINING PROPERTY.

MR. KIRKMAN is instructed to offer to PUBLIC COMPE- TITION, at his next Periodical Sale of Mineral Properties, unless previously disposed of by private contract, a variety of SHARES in some of the most important and promising MINES in CORNWALL, including

TRESAVEAN,

which has yielded and divided a profit amongst the fortunate proprietors exceeding Three Hundred and Fifty Thousand Pounds.

NORTH ROSKEAR,

which is well founded in all necessary and useful machinery and materials, worth by estimate from £12,000 to £14,000, and is now giving dividends every two months.

MARAZION,

which is now in full operation, and from which regular and large dividends may be expected in the course of the present summer.

EAST POOL,

which is now making large returns, and promises in a short time to be one of the most productive and profitable mines now working.

Also in HULL, BOWLE, Treavass, Treavass, Polgreen, Perran, Consols, South Towan, South Polgreen, British Silver Lead, Harmony and Montague, Trevelvas, Trevelvas, West Wheal Jewel, Trevelvas Consols, Cornwall United Mining Association, Providence Mine (St. Ives), Wheal Providence, Gwinnar, and many others.

Printed particulars may be had seven days previous to sale (of which due notice will be given), on application to Mr. Kirkman, Mine and Mineral Estate Agent, 12, Pancras-lane, London; or of his Agents, in all the principal towns in England.

Shares in the above, and many other mines, at all times for Sale by Private Contract.—12, Pancras-lane, June 11.

VALUABLE COAL PROPERTY.

MR. LEIFCHILD has received instructions to offer for SALE, by Private Contract, an extremely valuable COAL PROPERTY, in South Wales, affording a most advantageous situation for Copper Works, and the Anthracite Coal being in the immediate neighbourhood, combining a highly important advantage for the erection of furnaces for iron. The mineral is worked at a water level within the distance of a mile from the shipping place of an extensive navigable river, and communicating by easy and cheap conveyance with another first-rate port in the principality. The coal, which is bituminous, is universally approved of; and the property, which possesses many sources of certain profit, presents a rare and eligible opportunity to capitalists and others wishing to embark in manufactures requiring the use of coals. A full descriptive particular, with plan of the estate, may be seen by principals applying at Mr. Leifchild's offices, 45, Lothbury, London.

LEAD MINES, in the COUNTY of AYR.—TO BE LET, and entered on immediately, the LEAD MINES, Old and New, in AFTON MOOR, near New Cumnock, in the county of Ayr. The old works were drained to a considerable depth by a main adit, or day level, and several shafts which, though not at present accessible, could again be revived by a judicious application of skill and capital. By the new works two veins have been opened up, and Lead of a very superior quality has been found. The veins wrought at present are level free. One of the foreheads is forty fathoms from the surface, and a depth of 100 fathoms may be acquired by the present level. The ground and present workings have been examined by engineers of eminence and experience, who report the prospects as very encouraging.

The works may be examined on application to Mr. Ballantine, at the Mines, by Cumnock, where the Lead will be seen in store. Specimens of the Lead will also be shown by Messrs. Hunter, Campbell, and Co., W. S., Edinburgh, and by Messrs. Bald and Geddes, Mining Engineers, there; either of whom will receive offers for a Lease or a Lordship on the outcrop of Lead, in the proprietors' option, as is usual. Edinburgh, June 22.

COUNTY OF WATERFORD.—TO BE LET, for such term as may be agreed on, the royalty of the COPPER and LEAD MINES, situated at Killeen, in the above county. They are within one mile and a half of the mines at Knockmahon, and adjoining the mine of Monchoe, lately commenced working with every prospect of advantage. There have been formerly several shafts and drivings on the site, such of them as have been opened lately are to the depth of ten fathoms, with a great many drivings and cross-cuttings cleared to the old runs. There has been a report upon the mine which is very favourable. Application to be made to Robert C. Welsh, Esq., Youghal.

WESTERN MINING ASSOCIATION.

For the investment of capital in the purchase of shares in approved Cornish Mines. (Proposed to be incorporated by Her Majesty's Letters Patent.) Capital £100,000, in 20,000 shares of £5 each. Deposit £1.

Subsequent calls not to exceed £1 per share in any one year. This association was established about two years since, by a few individuals, for the purpose of investing capital in the purchase of shares in well-selected Mines in the county of Cornwall. In order to secure average profits with little fluctuation, Confidential information respecting the property now held by the association, also of the purchases in contemplation, the present profits, and expected dividends, may be had by applicants for shares, at the office of the secretary, Frederick Bankart, 34, Clement's-lane, Lombard-street, to whom applications for shares (postage paid) are to be addressed.

STANHOPE AND TYNE RAILROAD COMPANY

DIRECTORS.
• Edward George Barnard, Esq., M.P., Chairman.
• Thomas Barnard, Esq.
• Edward Blount, Esq.
• P. J. Caffary, Esq.
• J. F. Harrison, Esq.
• William Harrison, Esq.
• Richard Hollier, Esq.
• A. J. Freire Marreco, Esq.
• John Wright, Esq.

AUDITORS.
J. L. Heathorn, Esq. Richard Wood, Esq.
• These are the Trustees to the Company.

In putting forth the present prospectus to the notice of the public, the Stanhope and Tyne Railroad Company beg to premise that the railroad which they have constructed has already been in operation for a period of nearly four years, and extends for a distance of thirty-four miles through the county of Durham—from Stanhope to the river Tyne, at South Shields—intersecting in its progress extensive coal-fields, and communicating with the rich lead mines of the former place.

In addition to the main line of road another has been completed, denominated the Durham Junction, which, joining the Stanhope and Tyne about nine miles from Shields, extends in a westerly direction for five miles towards the city of Durham. The traffic which has already passed along the original road has been progressively increasing since its opening, and at this time is yielding a net revenue of 5 per cent. on the whole outlay. The Durham Junction line, which is tributary to it, will be completed in about a month; and as it affords the facility of shipment on the river Tyne to the extensive coal-field of the county of Durham, south of the river Wear, a large addition to its present trade is ensured.

Up to this time the coals brought by the company for shipment at Shields and Landale amount to 1,043,852 tons, and the contracts already entered into and in progress, promise to double the annual quantity.

The extensive collier docks in course of formation at Shields, within half a mile from the railroad, will be another certain source of considerable income.

In the progress of the undertaking the company deemed it eligible (in order to obtain all the advantages which from time to time have been developed) to raise money beyond their originally proposed capital. The debt thus incurred it is now intended to provide for by the issue of an additional number of shares, upon a plan which will come into progressive operation at times coincident with the respective payments of the borrowed capital; and as the railroad has now been at work for nearly four years, and shows a rapidly improving trade, it is stamped as a most undoubted and profitable investment.

The shares intended to be issued are similar to the original shares of £100 each, and the instalments upon them being called for only at periods corresponding with the object stated, will be spread over a series of at least eight years.

Upon the allotment of the shares a deposit of 10 per cent. will be required, and it is proposed to call for a second instalment of similar amount during the present year—for instalments, at intervals, during the year 1839, of 20 per cent.; and in the following years for a sum not exceeding 10 per cent. in any one year, until the whole amount be paid, thus making the last instalment not earlier than 1845. While the instalments are in course of payment, each subscriber will be entitled to an immediate interest of 5 per cent. per annum, payable half-yearly; and to a relative proportion of profits calculated upon the amount advanced by him, participating with the original shareholders in all the benefits of the company, whenever the instalments are fully paid up.

The new shareholders will not be required to execute the deed of settlement of the company, nor any auxiliary deed, until the whole of the instalments are paid, and then the holder of the scrip certificates will alone be required to execute such deed; but in the mean time they are to hold their shares upon the same terms and conditions to which the original shareholders are subject under the present deed of settlement, or which may be expressed in any future deed of settlement, pursuant to the powers therein contained.

Applications for shares to be addressed to the Directors of the company, 26, New Broad-street, or to Messrs. George Burnand and Co., 12, Cornhill, London, July 4.

SUB-MARINE AND WRECK-WEIGHING ASSOCIATION.

—At a meeting of the directors of the above Association, held this day, Sir John Ross, C.B., R.N., F.R.S., in the chair, it was resolved, that no deduction be made from the deposits of the shareholders unless a sufficient sum be raised for carrying on the objects of this Association. H. R. FANSHAW, Sec. N.B. Applications for shares to be made to Mr. James Wetenhall, sworn broker, 13, Copthall-court, Throgmorton-street. 106, Fenchurch-street, July 9.

THE AUSTRALASIAN LOAN COMPANY.

—Instituted for the purpose of advancing sums of money upon landed property and other real securities in the several colonies and settlements of Australasia. Capital, £300,000.

DIRECTORS.
William Allen, Esq. Charles H. Clay, Esq.
W. H. Burnand, Esq. Dudley Fereday, Esq.
George Cox, Esq. George Whitcomb, Esq.

With power to add to their number.
Trustees—Henry Kingscote, Esq.; Dudley Fereday, Esq.; George Whitcomb, Esq.
Auditors—William Tarratt, Esq.; Daniel Fyett, jun., Esq.

Bankers—Messrs. Ladbroke, Kingscote, and Co.

The directors of this company do hereby give notice, that they have made arrangements for the immediate formation of a branch establishment at Sydney, in New South Wales; and that they are now ready to RECEIVE APPLICATIONS respecting the business which they propose to transact in that colony, in conformity with the terms of the prospectus and the deed of settlement of the society.

By order of the Directors,
FREDERIC BOUCHER, Manager.

Temporary office, 29, Tokenhouse-yard, London, July 10.

BRITISH COMMERCIAL LIFE INSURANCE COMPANY,

CORNHILL, LONDON.

PATRON.
His Royal Highness the DUKE of SUSSEX.

Established in 1820, and incorporated by Act of Parliament.

This company having been in active operation for eighteen years, has ascertained by its own experience what rates of premium are proper to be charged. The most important object of life insurance is security to the insured; and while the utmost liberality, consistent with perfect safety, should be shown in the rates demanded, yet in the present wild competition between many new and inexperienced offices, who are outbidding one another in extravagant promises upon very reduced premiums, while money can scarcely be improved, at more than half the former rate of interest, the public cannot be too strongly guarded against the dangerous consequences of incautious trust.

The terms of this office are in all instances as liberal to the public as consists with perfect safety: for example, a person of the age of thirty may, for the small annual payment of £2 6s. 2d., secure £100, to be paid at his decease.

The public may insure at a low rate of premium without sharing in the profits, or at a higher rate, which entitles them to participate therein.

The profits are either added as a bonus to the sum insured, or applied to the reduction of the future premium, at the option of the insured, and at the first septennial division in 1835 the return amounted to £26 7s. 10d. per cent. on the premiums paid.

No person insured with this company is liable to be called upon to contribute towards the losses of others.

The assured are permitted to proceed to and reside in any part of Europe without special licence for that purpose.

The office purchases its own policies, or advances money upon them on the most liberal terms.

Tables of rates and every information may be had from James Gately, agent for Truro.

Persons desirous of becoming agents in the following towns are requested to address their applications and references to Ebenezer Fernie, Esq., Managing Director, Cornhill, London.—Bodmin, Penzance, Launceston, Redruth, and St. Austell.

STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.

8, King William-street, City | 25, Regent-street, London.
D'Olier-street, Dublin | Princes-street, Edinburgh.

CAPITAL—ONE MILLION.

WILLIAM DAVIS, Esq., Chairman.

W. Cory, Esq., Dep. Chair. | Colonel Chris. Hodgson | W. J. Richardson, Esq.
Lawrence Dorgan, Esq. | Henry Lawson, Esq. | Frederick T. West, Esq.
Mungton, Esq. | J. Barrett Leonard, Esq. | George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Increasing rates of premium, peculiarly advantageous in cases where Assurances are effected by way of securing Loans or Debts.

Age of the assured in every case admitted in the policy.

Premiums may be paid Half-yearly or Quarterly.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium, twenty years' scale:

Age. Annual Premium for £100, payable during

First Five Second Five Third Five Fourth Five Remainder

Years. Years. Years. Years. of Life.

£ s. d. £ s. d. £ s. d. £ s. d. £ s. d.

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30 1 6 4 1 12 11 1 19 6 2 6 1 2 12 8

40 1 16 8 2 5 10 2 15 0 3 4 2 3 18 4

50 2 17 0 3 11 3 4 5 6 4 19 9 5 14 0

By order of the Board of Directors,
W. WRIGHT, Secretary.

NORTH BRITISH INSURANCE COMPANY,

for Assurance on Lives and Surveillances, and likewise for the Purchase of Reversions and Annuities. Established 1809. Incorporated by Royal Charter.

No. 4, New Bank-buildings, Lothbury, London; and 1, Hanover-street, Edinburgh.

CAPITAL, ONE MILLION.

PRESIDENT—His Grace the Duke of Sutherland.

PRESIDENT—The Earl of Camperdown.

VICE-PRESIDENT—Lord Viscount Strathallan.

HONORARY MANAGERS.

Hon. Archibald Macdonald.
The Rt. Hon. J. A. Stewart Mackenzie.
James Mackillop, Esq.
W. A. Mackinnon, Esq., M.P.

George Trail, Esq.

MANAGERS.

Charles Hertslet, Esq.
John Pirie, Esq., Alderman
Isaac Sewell, Esq.
Walter A. Urquhart, Esq.
George Webster, Esq.
Benjamin Boyd, Esq. Residents
Mark Boyd, Esq.

PHYSICIAN—John Webster, M.D., 56, Grosvenor-street.

SOLICITORS—Messrs. Parken and Webster, New Boswell-court, Lincoln's Inn.

The advantages offered to the public by this corporation are—

1. Ample security from their large capital.

2. Rates of premium nearly 5 per cent. lower than most other offices acting on the system of participation of profits.

3. Premiums may be made payable either in a single payment, or by annual, half-yearly, or quarterly payments.

4. The assured may either participate in the profits secured against all responsibility by the capital of the corporation, or may pay a less premium for securing a specific sum without periodical additions.

5. When policies effected by parties on their own lives are assigned to others for onerous causes, the holders are assured against the risk of the original assured dying by suicide or duelling.

6. Every facility given on moderate terms to persons going beyond the prescribed limits of the policy.

7. Advances made on security of policies of more than three years' standing, to the extent of their value.

8. A liberal price given for policies to parties wishing to surrender them.

9. Persons resident in the country can effect insurances by corresponding with the resident members of the board, Messrs. B. and M. Boyd.

Attendance daily at the office, 4, New Bank-buildings, Lothbury, London, from Ten o'clock in the morning till Four in the afternoon, where tables of rates and forms of proposal may be obtained.

PREMIUMS

For the Assurance of £100 on a Single Life, either by Annual, Quarterly, or Half-yearly payments.

Age. For One Year. For Seven Years, at an Annual Premium of. For the whole Life, with- out Profits. For the whole Life, with Profits.

Yearly. Half-yearly. Quarterly. Yearly. Half-yearly. Quarterly.

£ s. d. £ s. d. £ s. d. £ s. d. £ s. d. £ s. d.

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30 1 7 3 1 9 6 2 6 6 1 4 0 0 12 6 2 10 6 1 6 1 0 13 3

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50 2 7 10 2 13 0 4 3 3 2 3 5 1 2 2 4 7 11 2 5 10 1 3 5

60 2 2 9 3 17 8 6 0 9 3 3 6 11 12 7 6 7 2 3 6 10 1 14 4

SOUTH-EASTERN RAILWAY.—Tunbridge Division.—Contract A.—The Directors will meet at the Office of the Company, 10, Coleman-street, London, on Tuesday, the 4th day of September next, at half-past One in the afternoon precisely, to receive TENDERS for the EXECUTION of the WORKS comprised in this contract. The earth works consist of between 300,000 and 400,000 cubic yards of cuttings, to be carried to embankments at the average distance of one mile. The other portion of the contract will comprise certain parish road and accommodation bridges, culverts, and drains, and the fencing of the line of railway lying between the Hastings turnpike-road at Tunbridge, and the public road at Tudeley. The whole will be let by a schedule of prices to be tendered for all the various kinds of works as measure works.

Plans and specifications of the works, with conditions of tender and contract, will be ready for inspection, and printed forms of tender may be obtained, on and after the 31st inst., at the Office of the Company, and also at the Office of the Resident Engineer, at Tunbridge, Mr. P. W. Barlow, who will afford any information on the spot. Any further information may be obtained upon application to William Cubitt, Esq., the principal Engineer to the company, at his Office, 6, Great George-street, Westminster.

The Directors do not bind themselves to accept the lowest tender, nor will any tender be admitted except made in the printed form of the Company, nor unless it be delivered at the Office of the Company before One o'clock on the day of meeting.

By order of the Directors,
J. S. YEATS, Secretary.

Railway Office, July 3.

BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY.—CONTRACT FOR WORKS.—The Directors will meet at the Company's Offices, 1, Robert-street, Adelphi, on Wednesday, the 25th of July next, at Eleven o'clock precisely, to receive TENDERS for the execution of the following works:

Contract, No. 4.—The whole remaining unfinished portion of the line north of Scott's Brickfields, near the Uxbridge-road, consisting of cuttings, embankments, drains, culverts, fences, bridges, and other works, extending from the junction with the London and Birmingham Railway, near Holdens-green, to the gallery under the new cut of the Paddington Canal, now nearly completed, a distance of thirty-two chains, and south of Contract, No. 2, being, from the road bridge, under the railway, at the foot of Wormwood Scrubs, to Scott's Brickfields, a distance of seventy chains.

Plans, sections, and specifications of the works will be ready for inspection at the Company's Offices, on and after the 14th day of July next.

By order of the Board,
JOHN THOMPSON, Sec.

1, Robert-street, Adelphi, June 27.

KENT ZOOLOGICAL AND BOTANICAL GARDEN COMPANY, Rosherville, near Gravesend.

Offices, 6, King William-street, Mansion-house.

The directors of this company hereby give notice to the shareholders, that they are ENCLOSING the GROUNDS, and shall forthwith proceed with laying out the gardens.

The directors are also ready to treat with proprietors of Steam-boats to land and embark passengers, in excursions or otherwise, at their pier, Rosherville, on the most favourable terms. Bankers' receipts may be exchanged for certificates, between the hours of Eleven and Four daily.

BOYES THORNTON, Manager.

July 11.

THE GENERAL SHIP, STEAM-VESSEL, AND SMALL CRAFT BUILDING COMPANY.

DRAKE'S PATENTED IMPROVEMENTS,

TO BE INCORPORATED BY ACT OF PARLIAMENT OR CHARTER.

Capital £200,000, in 10,000 shares of £20 each. Deposit £2 per share.

PROVISIONAL DIRECTORS.

Chairman—Capt. Sir J. Ross, C.B., R.N., F.R.S., &c.
Deputy Chairman—Joseph Hall, Esq.

Colonel Alexander Findlay, K.H. | Aeneas McIntyre, LL.D., F.L.S., &c.
Edward Bevan, Esq. | Richard Pugh, Esq.
Thomas Wood, Esq. | James Alder, Esq.

With liberty to add to their number.

Solicitor—Charles Dod, Esq., 21, Craven-street, Strand.

Naval Architect—John Poad Drake, Esq., Secretary—John H. Anderson, Esq.

Bankers—The London Joint Stock Bank.

Offices—Lombard-street chambers, Clement's-lane.

This company is established for the purpose of building ships, steam-boats, yachts, colliers, barges, keels, ships' and other boats, and canal craft, with every other description of vessel, more especially by adopting Mr. Drake's patented improvements.

These improvements have been strictly examined and tested by men of scientific knowledge and experience in ship and craft building, and have been found fully to justify the directors in their opinion of their great and signal importance, and the very extensive nature of the advantages and profits that must arise from this undertaking.

It is proposed to commence operations (by establishing building-yards and otherwise) immediately upon the payment of the deposits on the shares. Various applications for building contracts have already been made to the directors, and the operations will be conducted with the greatest economy and attention to the general interest of the shareholders.

Applications for shares are to be made (post paid), in London, to the Directors, at the Company's Offices; or to Charles Dod, Esq., solicitor, 21, Craven-street, Strand; and at Liverpool to Joseph Carruthers Nicholson, Esq., Pool-court, at which places Prospectuses and all further information may be obtained.

BAHIA STEAM NAVIGATION COMPANY.

Capital £80,000, in 8000 Shares of £10 each.

PATRON.
His Excellency the BRAZILIAN MINISTER, at the Court of Great Britain.

TRUSTEES.
J. A. Droop, Esq. | Thomas Farncomb, Esq.
John Pirie, Esq., Alderman.

DIRECTORS.
Lieut.-Colonel Nelthorpe, Chairman.
R. Thornton Brown, Esq. | Joseph L. Heathorn, Esq.
Thomas Farmer, Esq. | Lieut.-Colonel Vachell.

Major-General Wright, Royal Engineers.

AUDITORS.
David Cannan, Esq. | William Pennell, Esq.
Bankers—Messrs. Smith, Payne, and Smiths.
Solicitors—Messrs. Freshfield and Sons.

Secretary—Mr. G. H. Heppel.

This company is formed for the purpose of introducing Steam Navigation in the Bay and Waters of the Province of Bahia, in Brazil, under an exclusive privilege granted by the Legislature of that Province for the term of ten years.

In no part of the world, perhaps, is Steam Navigation more needed than in the waters of this province, and protected from competition as this undertaking is, it bids fair to reward its promoters with complete success, a conclusion which may be reasonably drawn from the following existing circumstances of Bahia:—

1. In a wealthy province abounding in varied and valuable produce, with a population of 650,000 souls, exporting largely from its chief city, and largely importing also English and other European manufactures, and consequently requiring facilities of intercourse between places, not a single steam-boat is at present employed.

2. The Bay of Bahia, one of the finest and most spacious in the world, is surrounded by many hundreds of the most fertile and best cultivated plantations in Brazil, and several important market towns, the most distant of such towns being about sixty-five miles only from the city of Bahia, and all of them maintaining a very active intercourse by water with that city.

3. The city of Bahia, and places situated around the bay, comprised within the above-named limits of sixty-five miles, contain upwards of 200,000 inhabitants, and the maritime towns and their vicinities upwards of 250,000 more, all of whom will be within the scope of the company's steamers.

4. The country in the vicinity of the city of Bahia being intersected by an extensive bay and rivers flowing into it, and almost unprovided with roads or bridges, the communication to and from that city is chiefly effected by water carriage, and thus the inhabitants of Bahia, as well as of the neighbouring towns, are in a great measure obliged to have recourse to their bay for every purpose of recreation or commerce.

5. The climate of Bahia, moreover, particularly induces water carriage for excursions and recreation generally, as the easiest and most healthful to the inhabitants.

6. From the alternation of periodical winds and calms, every possible obstacle is presented to the communication in the bay, and along the coast, by sailing vessels, by means of which alone the intercourse is at present maintained.

It is evident that the circumstances here enumerated are highly favourable to Steam Navigation; the advantages they offer are fully admitted by all those who possess a local knowledge of the province, and will be understood by the merchants and manufacturers of Liverpool, Manchester, and Glasgow, who are in intimate connection with it. Further, when it is considered that the introduction of steamers is anxiously awaited, and will be extremely popular throughout the province, and that the advantages will be enjoyed for ten years at least without

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT STOCK COMPANIES.

SATURDAY.

Fishguard Harbour (No. 2) Bill—Read second time, and committed.

MONDAY.

National Loan Fund Assurance Company—Bill read third time and passed.*Hartlepool Dock and Railway*—Amendments read second time and agreed to; bill ordered to be ingrossed.*Trading Companies*—Bill "to amend an act of the first year of her present Majesty, for better enabling her Majesty to confer certain powers and immunities on trading and other companies," read first time.*Mails on Railways*—Committee deferred till Thursday.

TUESDAY.

India Steam Ship Company—Bill reported; report to lie on the table.

MESSAGE FROM THE LORDS—That they have agreed to the Festiniog Railway Bill, without amendment.

WEDNESDAY.

Hartlepool Dock and Railway—Bill read third time and passed.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

MONDAY.

The Benefices Plurality Bill was committed, some alterations made, and the bill, as amended, was ordered to be printed.—The consideration of the *Irish Poor Law Bill* was again resumed, and, after a discussion of some length, passed by a majority of 62.

TUESDAY.

There was no business of importance before their lordships.

THURSDAY.

The Affirmations Bill went through Committee, after the adoption of some amendments, one of which was that the Bill shall not extend to Scotland.—Their lordships resolved into committee on the Municipal Corporations (Ireland) Bill; after some discussion on Lord Lyndhurst's amendment for clause six, introducing the 10th qualification, it was carried by 96 to 36.

FRIDAY.

The Dean Forest Bill, and some other orders of the day, were forwarded a stage.

HOUSE OF COMMONS.

SATURDAY.

The Fishguard Harbour Bill (No. 2), the object of which is to repeal the "passing toll," was read the second time.—Mr. FOX MAULE said that he should defer the Royal Burghs (Scotland) Bill till next session; but that he hoped to be able to proceed with the Municipal Boundaries (Scotland) Bill this session.—The Prisons (Scotland) Bill was considered in committee.—The report of the Vagrant Act Amendment Bill was presented and agreed to.—The Qualification of Members Bill was further considered on report, and some amendments adopted.—The Arms (Ireland) Bill was read a second time.

MONDAY.

The motion for re-committing Mr. Wood's Middlesex County Court Bill was negatived by a majority of 75.—The third reading of the National Loan Fund Assurance Bill was opposed by Mr. P. THOMSON, as he intended to bring in a general measure on the subject of liabilities of companies. Mr. PRAED considered that ought not prevent the progress of this bill, which could do no harm if the other bill passed, but which otherwise would secure the efficiency of this bill. After some further remarks, the bill was read a third time and passed.—The Hartlepool Dock and Railway Bill was read a third time.—The House then resolved itself into a committee of supply, the discussion on the several estimates moved occupied the remainder of the sitting.

TUESDAY.

The Charitable Trusts Bill was deferred for a fortnight.—The Tithes (Ireland) Bill was committed.

WEDNESDAY.

The Middlesex County Court Bill was read the third time; some amendments were proposed, but debate arising, the bill was adjourned. The Parochial Assessment Bill was read the second time.—The third reading of the Small Debts (Scotland) Bill was strongly opposed, and thrown out on a division.—The Registration of Voters, Ireland (No. 2) Bill was read the second time.—The Qualification of Members Bill was read the third time and passed.—The ATTORNEY GENERAL moved the second reading of the Imprisonment for Debt Bill, which he hoped might pass this session.

THURSDAY.

Mr. LABOUCHERE moved the further consideration of the report on the Coal Trade (Port of London) Bill, upon which Lord GRANVILLE SOMERSET moved, as an amendment, that it be an instruction to the committee to make provision for the repeal of such parts of the several Acts for the making of Railways in the vicinity of London as impose a duty of one shilling and one penny per ton, to be paid to the Corporation of the City of London, on coals carried on these several railways within certain distances from the limits of the city. The motion was seconded by Mr. HUME, but after a short discussion it was negatived without a division. The House then went into committee, when the several clauses of the Bill were gone through, and the House resumed.—Mr. P. THOMSON's Bill regarding "trading companies" was read a second time, and ordered to be committed on Saturday.—It was arranged, at the suggestion of Sir J. GRAHAM, that the Conveyance of the Mails by Railways Bill should be committed, *pro forma*, in order to have the Bill reprinted in the shape in which Mr. Labouchere now wished to bring it before the House.—The Bankruptcy Estates (Scotland) Bill, and the Parliamentary Burghs (Scotland) Bill, were severally advanced a stage.

FRIDAY.

The House went into committee on the Prisons Bill. It was then arranged that the Imprisonment for Debt Bill should be considered in committee—the ATTORNEY-GENERAL being most anxious to proceed with it.

NATIONAL DEBT.

(From Tuesday's "Gazette.")

The Lords Commissioners of Her Majesty's Treasury having certified to the Commissioners for the Reduction of the National Debt, in pursuance of the 10th George IV., c. 27, sec. 1, that the actual expenditure of the United Kingdom of Great Britain and Ireland exceeded the actual revenue thereof, for the year ended the 5th day of April, 1838, by the sum of 1,428,531^l. 18s. 7^d.*The Commissioners for the Reduction of the National Debt* hereby give notice, that no sum will be applied by them on account of the Sinking Fund, under the provisions of the said act, between the 6th day of July, 1838, and the 10th day of October, 1838.

S. HIGHAM, Controller-General.

*National Debt-office, July 6, 1838.**FRENCH RAILWAYS.*—The royal assent has been given to the bills for authorising the construction of a railroad from Montpellier to Cette, also for that between Paris and Havre and Paris and Orleans.*SALAMANDER.*—M. Paravey has written to the French Academy of Sciences that a fossil salamander, in the collection of Professor Van Bredo, at Leyden, about three feet long, contains, in the part corresponding with the abdomen, the fragments of frogs, eels, &c., thereby affording a proof that antediluvian species fed upon the same substance as the salamanders of our times. A large salamander, brought by M. Siebold from Japan, still lives in the museum at Leyden, which is principally fed upon frogs. The above-mentioned traveller brought the male and female into Europe, but the latter was devoured by the former, after he had been for some time without food. This salamander is described in the Japanese Encyclopædia, and M. Paravey finds in this work the same fables which exist in Europe concerning this animal—namely, its insensibility to fire. The same stories concerning the chameleon are also found in this Encyclopædia, and bring further conviction to M. Paravey that a very ancient centre of civilization has existed, whence come the ideas concerning art and science, which have been transmitted to us by the Greeks and Romans, and which are to be found in Chinese books.*SOUNDS CAUSED BY ELECTRICITY.*—M. Sellier has found it sufficient to place an electric diamond upon a pane of glass in order to produce sounds. When a well-polished sewing needle, suspended from a hair, is placed in a glass bowl filled with an acid sulphate of copper, the bowl crackles, even after the needle has been withdrawn, and the liquid poured out. Small currents of common electricity become perceptible to the ear by means of a wheat straw struck upon a drum of vegetable paper.*PRESENCE OF MIND IN A MINER.*—A striking instance of cool courage was witnessed a short time since at the mines of Montcombroux, in the Allier. A miner having laid a train for blasting part of the vein, gave notice that he was setting fire to it, and the other miners retired up the shaft. He lit the train, followed, and was being pulled up in the car alone, when he accidentally fell out. On the car coming up empty, the foreman of the mine and one of the workmen, notwithstanding the eminent peril from the expected explosion, went down instantly in the car, found the poor miner lying senseless at the bottom of the shaft, and succeeded in bringing him up without any injury from the explosion. The miner was bruised, but is likely to recover.—*French paper.*

LIST OF NEW PATENTS.

STEPHEN GRAY, of Hamilton-place, New-road, Middlesex, architect, for "Improvements in the Preparation of Fuel."

MILES BERRY, of 66, Chancery-lane, for "Certain Improvements in the means of Economising Heat and Fuel in Furnaces or Closed Fire-places," being a communication from a foreigner residing abroad.

LUKE HERBERT, of Camden-town, C.E., for "A New and Improved Method of Methods of Uniting or Soldering Metallic Substances."

EDOUARD FRANCOIS JOSEPH DUCLOS, late of Samson, Belgium, but now of Church, Lancaster, gent., for "Improvements in the manufacture of Zinc, Copper, Tin, and Antimony."

THOMAS WALKER, of Birmingham, clock maker, for "Improvements in Steam-Engines."

JAMES HARDY, of Wednesbury, Stafford, iron-master, for "Certain Improvements in Rolling, making or manufacturing Shafts, Rails, Fire-irons, and various other heavy articles of Metal and Machinery, or Apparatus used in the same."

THOMAS BRICK, of Little Statham, Suffolk, gent., for "New or Improved Apparatus or Mechanism, for obtaining Power and Motion, to be used as a mechanical agent generally," which he intends to denominate *Rotte Vive*.

SAMUEL PARLOUR, of Croydon, Surrey, gent., for "Improvements in Paddle-wheels, and in communicating Rotary Motion from Steam or other power where change of speed and power are required."

JOHN COOPE HADDAN, of Duke-street, Westminster, gent., and JOHN JOHNSTON, of Curstitor-street, Chancery-lane, London, brass founder, for "Certain improvements in Warming, in Lighting, and in Ventilating."

JOSEPH BENNETT, of Deptford, Kent, engineer, for "Improvements in Steam-Engines."

RICHARD GOODRIDGE, of No. 7, Bell's-buildings, Salisbury-square, London, purser, R.N., for "A New or Improved Apparatus for Lifting or Raising Fluids on Water or on Land, and for Marine Propelling purposes, without Steam."

JOHN WHITE, of the New-road, Mary-le-bone, Middlesex, architect, for "Certain improvements in the construction of Railroads, Bridges, and Viaducts."

WILLIAM GOSAGE, of Stoke Prior, Worcester, manufacturing chemist for "Certain improvements in Manufacturing Iron."

JOHN WILLIAM FRASER, of Arundel-street, Strand, Middlesex, for "Improvements in Raising or Floating Sunken and Stranded Vessels and other bodies."

WILLIAM NEALE CLAY, of West Bromwich, Stafford, manufacturing chemist, for "Improvements in the Manufacture of Iron."

JEREMIAH GRIME, of Bury, Lancaster, engraver, for "Certain improvements in Manufacturing Wheels which are applicable to Locomotive Engines, Tenders, and Carriages; and to running wheels for other useful purposes, and also in the apparatus for constructing the same."

JOHN UPTON, of Battersea, Surrey, engineer, for "An invention of an Improved Method or Methods of Generating Steam Power, and applying the same to Ploughing, Harrowing, and other agricultural purposes, which method or methods is or are also applicable to other purposes to which the power of steam is or may be applied."

ALEXANDRE HAPPEY, of Basing-lane, London, gent., a communication by a certain foreigner residing abroad, for "A New and Improved Method of Extracting Tar and Bitumen from all matters which contain these substances, or either of them."

WILLIAM KETLAND IZON, of Cambridge, for "Improvements applicable to Steam-Engines."

JOHN MELVILLE, Esq., of Upper Harley-street, Middlesex, for "Improvements in the Generation of Steam, and in Propelling Vessels by Steam or other power."

EDMUND BUTLER ROWLEY, of Chorlton-upon-Medlock, Lancaster, surgeon, for "Certain improvements applicable to Locomotive Engines, Tenders, and Carriages to be used upon Railways," and which improvements are also applicable to other useful purposes.

AMERICAN PATENTS.

We extract the following specifications of patents granted in America from the "Journal of the Franklin Institute":—"1. For a new mode of Smelting Iron Ores by a mixture of anthracite and clay as a fuel," to Joseph Lyon, of Pottsville, Pennsylvania.

"To all whom it may concern, be it known, that I, Joseph Lyon, of Pottsville, in the county of Schuylkill, and State of Pennsylvania, collier, have invented, or discovered, an improved mode of smelting iron ores by the employment of a mixture, or composition, of anthracite and clay, as a fuel, which I call 'Clay Coals,' and that the following is a full and exact description of the same.

"My improvement consists in reducing anthracite to a coarse powder, or screening, and mixing, or mingling it, either by hand or machinery, with such portions of clay and water as may be requisite to bring the mass, or aggregate, to a consistency that may be readily made into balls, or be taken up by hand, or machinery, in portions of any shape or size; when these 'clay-coals' are dried they can be used as fuel in the manner that coke or charcoal is commonly used in the reduction of iron ores. I intend to mingle portions of the limestone, or other fluxes, in the composition of the mixture, and also some of the finer portions of the ore, when either, or both, of these additions may be considered useful.

"I do not claim the discovery, or invention, of combustible balls composed of coal and clay, for these have long been known and used for divers purposes; but what I do claim as my invention, or discovery, and desire to secure by Letters Patent, is the preparation of anthracite, or the composition of 'clay-coals' as herein set forth, to be used as a substitute for coke, charcoal, or other fuel, in its application to the purposes of smelting iron ores."

2. "For an improvement in the mode of constructing the Wheels of Locomotive Engines, for ascending Inclined Planes on Railroads," to Elisha Town, Montpelier, Washington county, Vermont.

"Be it known, that I, Elisha Town, of Montpelier, in the county of Washington, and state of Vermont, have invented a new and improved mode of constructing the wheels of locomotive engines used on railroads, so as to ascend and descend inclined planes without the aid of any other power than that of the engine belonging thereto, to propel the same, called 'Elisha Town's Improved Engine Wheel for inclined planes,' and I do hereby declare that the following is a full and exact description.

"The nature of my invention consists in attaching a wheel of proper dimensions, with a groove in its rim, similar to the wheels used to propel machinery by round bands, to the inside of such of the wheels of the locomotive that run on the rails on the level road, as the power of the engine is applied to, in propelling the engine car. At the commencement of the inclined plane, the ordinary rail stops, and another of the same shape starts, but laid within the other, to correspond to the grooved wheels, and as the grooved wheels come on to this, it raises the other wheels from the ordinary rail, and the groove, by embracing both sides of the rail, produces sufficient friction to enable the locomotive to propel itself, and a train of cars, up the inclined plane.

"The grooved wheel should be proportioned in size, and the bevil of the groove should vary in its inclination to the steepness of the ascent to be overcome, and should be used only on the inclined plane.

"It is proposed to use the ordinary kind of rolled iron rail, hardened, to run the grooved wheels on; but cast-iron, or steel, of a similar shape, may be used.

"For the cars there should be a set of wheels with two bearings to each, with a flanch in the centre between the bearings; one bearing for the bevil rail, and the other for the inclined plane.

"The rails to the inclined plane must run past the ends of the horizontal rails, sufficiently far to have the wheels pass properly from one set of rails to the other.

"What I claim as my invention, or improvement, and desire to secure by Letters Patent, is the application of grooved wheels to locomotives to enable them to propel themselves and a train of cars up an inclined plane."

EXPORTATION OF IRON RAILS.—The British barque *Emma*, with 3,183 iron rails (395 tons) for the Eastern Railroad Company, arrived at Boston on Tuesday, from Newport, Wales. The work of laying the rails on this road has been commenced at Lynn, beginning at the depot and proceeding towards Boston.—*New York Journal of Commerce.**DISGRACEFUL CONDUCT.*—On Thursday week, while the railway coaches were in full operation, conveying the thousands of the inhabitants who preferred to spend their holiday in the country, it was discovered about three o'clock in the afternoon, that the rope, by which the coaches are dragged up the tunnel, had been cut nearly through by some malicious individual. The rope is composed of three strands twisted together; and one of these had been cut almost through. It is supposed that this act of wanton malice must have been committed early in the morning, and at the bottom of the tunnel, where the workmen are seldom present. In this state the rope had been doing duty during the whole of that busy day; and fortunately it was discovered before any evil consequences resulted from it. We observe the managers of the railway have offered a reward of ten guineas for the discovery of the miscreant.—*Edinburgh Chronicle.*

STEAM NAVIGATION.

THE ROYAL WILLIAM made an experimental trip in the Mersey, in order, to test the efficiency of the alterations which, since it had been determined she should cross the Atlantic, have been devised and adopted. The result of this trial was eminently successful. In order to decrease the mass of coal which it had been calculated the furnaces would consume, it had been contrived that a certain portion of turf should be mixed with the fuel, an expedient which it was imagined would not merely diminish the amount of dead weight, but would communicate heat to the boilers in a shorter space of time than would be occupied were the fuel to consist of an unadulterated quantity of coals. It has been ascertained by careful and minute examination that the admixture of turf will enable the *Royal William* to accomplish a voyage exceeding by one thousand miles the distance between New York and Liverpool. Another incident which occurred in the course of this experimental trip affords a gratifying indication of the progressive improvements in steam navigation. During two hours two only of the three boilers of the packet were used, and yet the speed of the vessel was not diminished. In the event of accident, therefore, it will be an easy matter to repair damage without interrupting the average rate of progress of the vessel. This packet, it may confidently be predicted, sets forth on her trip more completely equipped to encounter the chances and obstructions which she is to brave, and better qualified by her surpassing capabilities to narrow the space which separates the States from Great Britain than any of her competitors.*THE BRITISH QUEEN.*—This stupendous steam-ship, commanded by Captain Roberts, formerly of the *Sirius*, arrived at Port Glasgow on Saturday, and went into dock, where she is to receive her machinery. The *Queen* left Gravesend on Monday last, and was towed to Plymouth by the *Vulture* steamer. Betwixt those places she had foul winds. At Plymouth the *Vulture* left, and the *Queen* then came right round by the Land's-end in fine style, carrying all sail, and beating every vessel on her way, especially a French brig, which attempted to compete with her for some time. Having arrived at the tail of the bank early on Saturday morning, she was towed into the wet dock at eleven by the *Sampson* steamer, the top of whose funnel, it was observed, just reached the height of the *Queen's* paddle-box. No one can have any proper idea of the vastness of this vessel, unless he goes on board. She measures 1862 tons; the deck is flush, there being no obstruction of paddle-boxes or machinery in the whole of her length, which is 275 feet—nearly double the length of Nelson's monument in the Green. The American and British flags flaunted at her masts on Saturday. The interior of the vessel is equally wonderful—it is like a little town, there being two flats of berths, which amount, we are given to understand, to 300. The *Queen* has a full length likeness of her Majesty in front, and is supposed to be the largest vessel in the world, being thirty-five feet longer than any ship in the British navy. She was built by Messrs. Curlew and Young, of Limehouse, for the British and American Steam Navigation Company; and when she gets in her machinery, which Mr. Robert Napier of this city is to have the high honour of furnishing, the *Queen* will ply betwixt London and New York. Every person who saw her before she left the Thames, including many naval officers of high rank, expressed themselves in terms of admiration of the handsome appearance of this vessel, and she proved herself a capital sailor on her way down, her general running being about eleven knots an hour.—*Scottish Guardian.**EFFECT OF STEAM NAVIGATION.*—Steam-boats have already done more to cement the union between England and Ireland than all the acts of Parliament which have passed since the reign of the second Henry. Agricultural industry in the latter country has received an extraordinary impulse from the opening of the new and steady market, where demands increase faster than supply. The total value of live animals imported from Ireland to Liverpool alone, during the year 1837, amounted to nearly four millions sterling, and the importations to Bristol are scarcely inferior. The value in money of one seemingly unimportant article, eggs, taken, in the course of the year, to the above two ports from Ireland, amounts to at least 100,000^l. The progress of this trade affords a curious illustration of the advantages of commercial facilities in stimulating production, and equalising prices. Before the establishment of steam vessels, the market at Cork was most irregularly supplied with eggs from the surrounding districts; at certain seasons they were exceedingly abundant and cheap, but these seasons were sure to be followed by periods of scarcity and high prices, and at times it is said to have been difficult to purchase eggs at any price in the market. At the first opening of the improved channel for conveyance to England, the residents of Cork had to complain of the constant high price of this and other articles of farm produce; but as a more extensive market was now open to them, the farmers gave their attention to the rearing and breeding of poultry, and at the present time eggs are procurable at all seasons in the market of Cork, not, it is true, at the extremely low rate at which they could formerly sometimes be bought, but still much less than the average price of the year. In the apparently unimportant article, feathers, it may be stated, on the best authority, that the yearly importation into England from Ireland reaches the amount of 500,000 lbs.—*Porter's Progress of the Nation.**STEAM COMMUNICATION BETWEEN BELFAST AND HAVRE.*—One of the consequences of the rapid increase in the commercial intercourse between the north of Ireland and France, and especially in the exportation of linen yarn and linen cloth, has been the establishment of a direct communication between this port and the ports of France. We understand that no less than six small sailing vessels have been for some time engaged in this trade. Under the auspices of the Dublin Steam Packet Company a steam-boat is to be put upon the station between Belfast and Havre. We know that the accommodation is urgently wanted, and we sincerely trust that complete success may attend this laudable and public-spirited attempt.—*Ulster Times.**STEAM NAVIGATION.*—A well-conducted system of steam navigation is now permanently established on the Seine between St. Germain and Rouen. Two rival companies, it appears, are competing with the lightness of their vessels, and the rapidity of their motion, and it only requires certain improvements to be made in the bed and windings of the river, so that six feet of water might be insured throughout the whole of its course, and several long circuits cut short, to allow of the *traject* between the above-mentioned places being made in ten hours, if a railroad were carried as far as Poissy. Some of the steamers used on this line, when they have their full complement of passengers, &c. on board, do not draw more than two feet water. The rate of travelling by this method can, no doubt, never equal that of the railroad about to be constructed to Rouen and Havre; but for travellers who prefer interesting scenery to rapidity of motion, few rivers in France have higher claims to attention than the Seine all the way from Melun, by Paris, to Havre, along the whole of which line travellers can now pass by steam-boats, and in part by the St. Germain Railroad.*FRENCH STEAMERS.*—The *Journal du Havre*, in treating upon the subject of international steam communication, maintains that it will be a thing impossible for French capital to undertake, unless the government consents to remit the duties payable on machinery used on board vessels employed in navigating between France and foreign countries. It is now nearly a year-and-a-half, it goes on to observe, since a petition was addressed from the commercial interests of this town to the minister of commerce, representing that the duties on machinery were not like those paid on coffee, sugar, &c., which are articles immediately consumed; that machinery, on the contrary, had to bear the charges of insurance (on the vessels) wear and tear, interest of capital, &c., so that at the end of thirteen years, the charges did not amount to 33 per cent., but to the total cost of the equipment of the vessel. The minister, struck with this representation, asked the advice of the consulting council of arts and manufactures, which was unanimously given in favour of an exemption of such machinery from duty; and this opinion was afterwards confirmed by that of the council general of commerce. Encouraged, therefore, by the personal opinion of the minister of commerce, and even of the minister of finance, several large steamers were immediately commenced building to compete with those in English ports; but, when the engines required for these vessels arrived in France, the duties, supposed to be done away with, were rigorously required to be paid. This journal concludes by remarking the silence of government on this subject as a very strange circumstance, and hints that, unless something is done, there will be a danger of seeing the finest steamers in the merchant service of France pass into the hands of foreign owners.

ORIGINAL CORRESPONDENCE.

BRITISH COPPER MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As a holder of shares in the British Copper Mining Company, I have learned with surprise from my agent in London, that the contemplated dividend of 10s. per share, in return for the amount I have subscribed, has dwindled down to two shillings and sixpence. My informant says, although the company was virtually dissolved months since, that the directors have not only continued in office, receiving their salaries, but that of the secretary and messenger, as well as office expenses, have also been going on.

The quantity of copper ore said to be on hand was represented by the directors (if my memory serves me) at 6000. It produced, I believe, within three weeks afterwards, only about 2600. Will those gentlemen favour the proprietors with an explanation of the data on which the first estimate was founded, and further, will they also give us a statement of the sale?

It appears to me, there is as much jobbing in the winding-up of companies as there was in their projection. The insertion of this, or the substance in any comments from your able pen, will oblige,

N. P. R.

[We have given insertion to the letter of our correspondent, in the hopes that a satisfactory explanation may be afforded in our next number. We would refer him to the file of the *Mining Journal* for particulars of the sale to which he adverts, presuming it was by "ticketing." As to estimates, too frequently are they fallacious indeed. We recollect one made of ores on hand being valued at some 10,000, or 12,000, which were found afterwards to be so poor as not to cover the cost of dressing. All this is, however, to be avoided by appointing agents or managers who understand their business, and who possess the honesty to perform their duties. The markets, both in the "bal" district, and in the purlieus of the Stock Exchange, have, however, been well weeded, and we look forward with hope to confidence being fully restored. It is not to be regretted that it is slow in its progress, a rapid re-action is ever to be feared. We care not how the market is, except for ores, while the report most satisfactory to us is the ticketing paper, and that manifests a decided improvement in the returns of late.—Ed. M. J.]

GREAT WESTERN RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—There is a report in circulation that the directors of the Great Western Railway are pledged to support Mr. Brunel's plans, and that they are determined to persevere with them. This is not correct, the directors are pledged to act in the manner best calculated to benefit the proprietors; they will not hesitate to adopt any alteration which the proprietors may determine upon at the meeting next month, when a full and explicit report of every circumstance, will be laid before the meeting.

July 13.

AMICUS.

ON THE EXPLOSION OF STEAM-BOILERS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The very distressing accidents occasioned by the frequent bursting of steam-boilers, induces me to address you on this most important subject—important, inasmuch as human life is concerned—indispensable as a power, the use of which can, under no circumstances, be relinquished; and I feel it to be the duty of every one at all conversant with the nature, properties, and management of steam, to direct the attention of the public to the means of preventing such deplorable catastrophes, so that confidence may not be withdrawn from steam-undertakings, nor the advantages arising from its use lost to navigation, to say nothing of its universal application in aid of arts, science, and manufactures, or the fact that the steam-engine has increased the power and resources of England to an extent before unknown, and has even negatived the influence of many mischievous laws. Convinced that ordinary precaution would entirely put an end to the calamities attending the explosion of boilers, I should not feel justified if I still remained silent. I have in several instances witnessed the terrible devastation caused by such explosions, and in every case they have been attributable to a deficiency of water. On an occasion which fell under my immediate notice, two boilers belonging to the same engine, supplied with water from the same source—(the boilers weighing together nearly forty tons), were literally blown to atoms; but this is an inevitable consequence if the water be not duly supplied; for when a small quantity of water only remains in the boiler, from the intense action of the calorific, it soon attains a fatal ascendancy, the water becomes suddenly decomposed. Hydrogen and oxygen gases are immediately disengaged, the explosive force of which, great beyond all calculation, would render nugatory, "safety valves," or any other invention of man to avert explosion; but such disasters could never occur if even the slightest attention were paid to the feeding apparatus attached to the machinery, for that is the seat and sole cause of all the mischief.

The water is driven into the boiler by a forcing pump or plunger, with which a valve (or, as it is technically called, a clack) is connected at the bottom of the working piece; it is only for this valve to be put out of order, and the necessary supply of water to the boiler at once fails, but the most trifling attention would remedy this.

In all boilers there is, or should be, a cock called the water gauge, below which the water should never be permitted to fall; and whether it is at its required height is at once ascertained by simply turning the handle. And here I would suggest the propriety of the legislature forthwith enacting a law, compelling all persons having charge of engines to examine the gauge at stated intervals, and to inflict severe penalties in case of neglect. If this was attended to, we should hear no more of those horrible disasters.

Unwilling as I am to impute blame to any party under such a frightful and appalling accident as happened to the *Victoria* steamer from Hull, I cannot refrain from remarking that there seemed a lamentable want of foresight—nay, I may say a want of knowledge of their business on the part of the persons employed. What could the third engineer have been about when he saw, as he admits, the boiler was in an overheated state all the day? It is wonderful that he should not have concluded in a moment that a lack of water was the cause. He should, and those about him should also have known, that otherwise it would only at most have attained a degree of heat equal to 212 Fahrenheit, and it is most strange, having for a considerable time found great difficulty in raising the steam, they were not induced to examine the gauge, and to ascertain if from any cause the water had failed; for, in the event of any material diminution of it, the inference is natural, "there would be a difficulty in raising the steam." But it is said the boilers of the *Victoria* were badly constructed. They may have been; I have not had an opportunity of examining them; but of this I am certain, that the best constructed and the strongest in the world would have shared the same fate under similar circumstances. It is a matter of regret that the power of steam, and the properties of water, are so little known to the public generally. It was only a few months since, Mr. Editor, that we were told by all the leading journals, and many of the provincial ones repeated the wondrous tale, that the bursting of a steam boiler in one of the coal mines in the north, where several lives were lost, was ascribable to the severity of the weather, the safety valve being frozen down. It might with equal truth have been asserted that the fire underneath had been converted into an iceberg.

I am, sir, yours, &c.,

HUMANITAS.

ACTION OF SULPHATE OF AMMONIA UPON GLASS.

A mixture of muriate and nitrate of ammonia strongly corrodes glass, particularly glass containing lead. Sulphate of ammonia has precisely a similar action. As this salt upon being heated parts with a portion of its base, it may be considered as a salt with excess of acid. When heated in a glass vessel to the temperature of 316° Fahrenheit, it begins to melt; up to 600° Fahrenheit it does not suffer any further changes; at this temperature ammonia is driven off, sulphate and sulphite of ammonia sublime and the glass vessel is much corroded. The whole inner surface of the glass becomes dim, while the sulphuric acid combines with the potash, and probably the ammonia as it is driven off combines with the silicic acid. The glass generally flies to pieces and in the centre is much acted upon; the fragments are fused with difficulty, and are recognised by the blowpipe as sulphate of potash. I have often further remarked that the watch-glasses (containing lead) which I am in the habit of using, to dry substances in vacuo over sulphuric acid, after from two to four weeks become covered with numerous flaws, and small splinters may be easily separated from them. I have not been able to detect any loss of weight, therefore the appearance cannot be due to the abstraction of any air contained in the glass, as Biehoff, who observed something similar, surmises. I have never observed the same action to take place upon the glass of the air-pump or upon other glass. R. F. MANHAND.—*Poggendorff's An.*

NATIONAL BANK OF SCOTLAND.—We understand that the National Bank of Scotland are immediately to open a branch of that establishment in the Island of Islay, under the management of Duncan M'Alistair, Esq., merchant and post-master, Bridgend there.—*Edinburgh Chronicle.*

RAILWAY INTELLIGENCE.

MAILS ON RAILWAYS BILL.—This bill was considered in committee in the House of Commons yesterday, and reported; the further consideration of the report to take place on Monday next; the bill, as amended, was ordered to be printed.

LONDON AND SOUTHAMPTON RAILWAY.—On the 1st of September next, the London and Southampton Railway will be open as far as the great western road leading to Exeter, and the Southampton end as far as Winchester—making in the whole fifty-three miles of this great undertaking completed.

MIDLAND COUNTIES RAILWAY.—The following is the engineer's return of the number of men and horses employed on the works of the Midland Counties Railway, on the 30th of June, and of the quantity of earthwork excavated from the 4th to the 30th of June:—4038 men, 385 horses, 213,933 cubic yards of earth-work.

BIRMINGHAM AND GLOUCESTER RAILWAY.—The first bridge to be erected on Balsall Heath, over which the Gloucester Railway will pass, is completed; and the excavators are very rapidly progressing in their labours, by removing the earth from the hill at Moseley, in the direction of Camp-hill. The embankment at its highest elevation from the natural level of the ground, on Balsall Heath, will be about twenty-eight feet.

AYLESBURY RAILWAY.—The whole of the land required for this railway has been purchased at prices within the sum originally estimated. The contract for making the railway has been let to Mr. J. R. Chapman, one of the most experienced contractors on the London and Birmingham line, at a sum below the engineer's estimate, under a penalty to complete the same by November next. One-third of the earth-work of the whole line is completed; the brickwork is also in a state of great forwardness, and the embankment is made up at the point of junction with the London line. In consequence of the progress of the undertaking, the directors have resolved to call up the whole of the capital, and to allow shareholders a discount of 50 per cent. upon payment of the remaining calls due upon their shares.

ST. GERMAIN RAILROAD.—A malicious attempt was made a few days ago to cause an accident on this railroad by a labourer employed on it, who placed a log of wood on one of the rails in the forest of Vesinet. Fortunately the wheel of the locomotive engine split the wood, and thus the shock, which might otherwise have been attended with serious consequences, was prevented. The man has been arrested and committed to prison.

RAILROAD FROM COBLENZ TO EMS.—A joint-stock company is establishing at Coblenz, for forming a railroad from that city to Ems, which will be carried by a tunnel, about 3½ French leagues in length, through the heights of Pfaffendorf, near Ehrenbreitstein, and will, consequently, be longer than any railroad tunnel out of France. The road is estimated to cost 360,000 thalers (about 1,300,000 francs), of which sum the tunnel will take 220,000 thalers.

LONDON AND GREENWICH RAILWAY.—(From a Correspondent.)—We congratulate the proprietors of the London and Greenwich Railway on the result of the meeting held on the 6th instant, by the appointment of a committee so eminently qualified by their high respectability and perfect business habits, to fulfil the duties they have undertaken, and promote the general interests of the shareholders. The whole of the directors have, it is understood, tendered their resignations to the committee.

LONDON AND BIRMINGHAM RAILWAY.—This company has petitioned against the mails by railway bill; in the course of which petition they state the following two facts:—1. "That up to the present time, a sum exceeding 4,300,000l. has been expended upon the railway, and the engines and carriages necessary for the use thereof, and a large additional sum will yet be required to finish it;" and 2. "That no return whatever has yet been made to the petitioners on this outlay."

THE RAILROAD MANIA.—To show the height to which the railroad fever rose in 1837, it is only necessary to state that in that single year notices were given for 118 intended applications for railway bills; that of these, seventy-nine were actually introduced, of which forty-two were passed, and the rest either withdrawn from the want of funds, or rejected, we presume, for their excess of folly. Of the forty-two which received the royal assent, only fourteen were for new lines, whose aggregate length is 471 miles, and estimated cost 6,861,285l., or 14,566l. per mile; the expense of working them, about 45 per cent. of the gross revenue, amounting to 1,575,802l., of which 923,078l. is to be obtained from passengers, and the rest from goods.—*Fraser's Magazine.*

NEWCASTLE AND NORTH SHIELDS RAILWAY.—On Friday week a Sheriff's Court was held in the Moot Hall, before M. Clayton, Esq., Under-Sheriff for Northumberland, and a special jury summoned for the occasion, to assess damages in the suit of George Rippon, Esq., v. the Newcastle and North Shields Railway Company. It appears that Mr. Rippon is the proprietor of two mansions called Field House and Waterville House, in the immediate neighbourhood of North Shields, together with lands adjoining, and that the intended line of the Newcastle and North Shields Railway Company will cut through the property at a very short distance from the mansions; that in fact the line of railway will there terminate, and accordingly the company, in virtue of the powers vested in them by Act of Parliament, have inclosed a portion of Mr. Rippon's land, eighty-seven feet in width, and of sufficient length for the erection of a station-house, &c., making in all 4024½ square yards. Having taken possession of the land, the company made a tender to Mr. Rippon of 1350l. for the loss he was to suffer, and this being refused it became necessary to have the question determined by a jury. Mr. Granger appeared for Mr. Rippon, and called several witnesses to show that the land in question was highly suitable for building purposes, and ought to be paid for at the rate of 6s. per square yard; and that the effect of the railway and station upon Field House and Waterville House would be to lessen their value to the amount of 600l. On the other hand, Mr. Temple, on the part of the company, contended that they had made a most liberal offer to Mr. Rippon, but no witnesses were called to disprove the testimony on the other side. The jury having retired for upwards of half an hour, brought in a verdict as follows:—viz., that the value of the land was 1006l. 2s. 6d., or 5s. per square yard; and that in addition to that sum, Mr. Rippon was to be paid 500l. on account of damages.—*Durham Advertiser.*

RATING OF RAILWAYS.—At the quarter sessions for the county of Chester, held at Knutsford on Tuesday, an appeal by the Grand Junction Railway Company against the assessment for the relief of the poor of the township of Hartford came on for trial before Mr. Trafford Trafford and a full bench of magistrates. It was admitted by the counsel on both sides that the distance of railway passing through the township of Hartford was one mile and 470 yards; that the amount of tonnage received by the railway company for the whole length of line between Warrington and Birmingham was 1,236l. 0s. 6d. per mile, which, for the Hartford distance, was 1,521l. 13s. 6d. Mr. Cottingham, in stating the respondents' case, said the only point in dispute between the parties was the amount of deductions to be made on account of the expenses incurred by the company in maintaining the railway in a working and tenable condition, which he should be able to prove by the evidence of Mr. G. Stubs, the lessee of the railway running from Newton to Warrington, for the three years preceding the opening of the Grand Junction line, did not exceed on the average 55l. per mile; which, deducting 50l. per mile for poor-rate, would leave 1,186l. as the sum per mile on which the company were liable to be assessed. The learned counsel contended at some length that no other deductions ought to be allowed. Mr. Stubs was then called, and stated that he was lessee of the Newton and Warrington railroad for 2½ years; and that the expense of repairs did not exceed 55l. per mile; and he believed that the Grand Junction Railway would not cost more than the Newton and Warrington did at that time. Dr. Brown, in answer to this case, said, the opposing counsel had not in any way applied himself to the question as to what rent could be obtained, in the event of the railway being let to a tenant, and that point would bring the case of the company fairly under consideration. In the celebrated case of the Duke of Bridgewater's canal, it had been decided in the Court of King's Bench that the entire produce of the land, minus the expenses, was not to be taken as the rental. In his opinion, canals and railways ought to be placed in the same position as that of the occupiers of land; and in the case to which he had alluded, the judgment was, that the rental should be assessed on the tolls, deducting the cost of repairs and maintaining the canal, and also a tenant's profit. With regard to the expenses of maintaining the road, he contended that the 55l. named by Mr. Cottingham was totally inadequate. He should be able by evidence

to prove, that the cost incurred in the engineering department, the police, and gatekeepers, was 49l. 11s. 5d. per mile; that the maintenance of the railway was 250l. per mile; and as another item of expense, that of walls and fences, which were necessary to the railway, and cost 49l. 6s. per mile, all which deductions ought to be admitted, instead of the 55l. stated by the appellants' witness. One other item was the expense of the collection of the tolls, and in the Oxford canal case 5l. per cent. had been allowed, and 20l. per cent. for tenant's profit. There were twenty-six stations on the Grand Junction Railway, and he could not suppose for a moment that the Court would consider the charge of 5l. per cent. too much for the trouble of collecting the tolls, or 10l. per cent. too much as profit. Several witnesses were then called, who proved the facts as stated by Dr. Brown. After which Mr. Cottingham replied; and the magistrates retired for a short time. On again entering the court, the chairman said they were of opinion that the rate ought to be amended. They would allow 300l. per mile for the expenses of repairs, engineering, gatekeepers, police, and fences; 30l. 18s. per mile, or 2½ per cent., for the collection of the tonnage; 247l. 4s. per mile, being 20l. per cent., as tenants' profit. The rate was therefore amended pursuant to this decision—viz. reducing the rateable value per mile from 1,500l. to 607l.

SOLDIERS AND RAILROADS.

On the 1st of January there were in Great Britain 22,878 soldiers, of whom 20,056 were effective. In Ireland there were 19,766, of whom 16,966 were effective. The total number of effectives was 37,022. It is not our present purpose to show that there is no necessity for one-half of his force, but to inquire, if it must be that so many men should be kept at the public expense, why they should be kept idle?

We believe that no military man, unless he be a martinet of the old school, will venture to say that soldiers could not labour four days in the week without interference with discipline, or injury to health. On the contrary, it must be allowed that they would gain greatly by this moderate labour both in bodily strength and in sober and industrious habits, and would not only be more effective if called into the field of action, but by being trained to work they would fall naturally and easily into the rank of citizens when discharged from the army, instead of being unfitted for any industrious occupation.

Assuming then, that effectives might be employed as labourers four days in the week, and that from 1816 to 1837 inclusive, we had in these countries 30,000 such soldiers, each (all being stout young men) capable of earning 10s. a week by the labour of those four days, the calculation of loss to the country, by keeping them idle since the termination of the war, is very easy; 30,000 men at 2s. 6d. a day, or 10s. a-week, might have earned for the country 780,000l. a-year, which, multiplied by twenty-two, amounts to the vast sum of 17,160,000l. We have supposed that the average wages would be 2s. 6d. a-day, somewhat more than the wages of a stout active young labourer, because probably one-fourth of the whole number would, as blacksmiths, stone-masons, bricklayers, joiners, &c. earn much higher wages.

Seventeen millions, one hundred and sixty thousand pounds lost to the country since the peace, by keeping men idle who might have given their labour to the country! This labour employed in making railways, at an average expense (exclusive of warehouses at the various termini), of 20,000l. a mile, would have completed 858 miles. Thus, a main line to Exeter, a main line to Manchester, and thence to Glasgow, a branch from Weedon through Yorkshire to Newcastle, and a branch from Stone to Liverpool, might have been formed by the easy labour of men who have been kept at the public expense doing nothing! Or, supposing there had been only a Great Western and a Great Northern line from London, there might also have been a Great Northern and Great Western line from Dublin, leaving to private enterprise the making of all the branches.

There is now no recalling the enormous loss; but there is no reason why its continuance should be inflicted on the people. There are many lines of railway which would be advantageous to the country that might not afford a remunerating return to private speculators; such, for instance, as the connection of Lancashire and Lanarkshire by a line northwards from Lancaster. In such cases Government might take shares to the amount of the labour contributed, receiving such dividends as might accrue to the other shareholders.

Or Government might give an impulse to another means of conveyance even more valuable than railways. Why should we not, with such labour at our disposal, have a canal, sixty feet wide and eight feet deep, from the Thames to the Mersey, passing through the iron and the earthenware districts, with a branch, passing through the Midland Counties to the Humber?

We offer these observations merely as hints. The subject deserves the attentive consideration of every man in the community whether he be rich or poor, landowner or manufacturer. Either we must have fewer soldiers, or have work from them in return for their support by the community.—*Manchester Times.*

[Our contemporary does not appear to us to take either a very correct or comprehensive view of the question. Were soldiers to be employed on the railways in the manner proposed, what would become of the present labourers.—How are the thousands now employed to earn their bread, and maintain their families? While military discipline must be unavoidably slackened on one hand, thousands of labourers must go to the workhouse on the other. What, then, becomes of the boasted saving and advantage to the country?—Ed. M. J.]

BANK OF IRELAND CHARTER.—Some anxiety has of late prevailed amongst our monetary circles, to ascertain what are likely to be the terms upon which the Chancellor of the Exchequer purposes to renew the charter of the Bank of Ireland, and also when he intends to bring the matter before Parliament, inasmuch as six months have passed away since the Government have had the option to give the twelve months' notice, which would cause the charter of that corporation to expire. There, however, is no doubt whatever respecting the renewal, since it would be very inconvenient for Government at present to pay off the 2,630,000l. now due to the Irish bank; but there are very strong and unprejudiced opinions that the renewal of that charter should be attended with very strong modifications respecting its monopoly. These modifications are the more necessary, since that bank has always been considered a political bank; and its monopoly, though great, has often been so capriciously exercised, that whilst it has done little or no good for the community within the range of its exclusive privileges, it has frequently done harm to the interests of its proprietary. It is also known that the Bank of England direction have frequently been very jealous of the operations of the Bank of Ireland, and that there have been parties within the *sanctum* of the former body, as well as parties out of doors, who, if they have not absolutely charged the direction of the Bank of Ireland, by the mode in which they have occasionally conducted their business, with fostering the causes of the commercial panics of the past few years, have, however, insinuated that the first symptoms of a coming crisis were to be discovered by some particular transactions of that bank; on this matter we believe one corporation to be entitled to as much blame as the other, with this difference, that the Bank of Ireland is placed in a much less advantageous situation than the Bank of England, inasmuch as the city of Dublin is not, like that of London, the emporium, or grand mart, for the bullion of the whole world; therefore, as bullion can only be obtained in Dublin, or any other city of Ireland, by a species of secondary process, it accounts in some degree, for the capricious mode in which the Bank of Ireland regulates its issue. Still these concurrent circumstances cannot tend much to the permanent prosperity of the fertile districts comprehended within the fifty miles round Dublin. Hence, if there are reasonable doubts as to the propriety of continuing to the Bank of England corporation its present monopoly after the expiration of their present charter, it is argued by practical men that the renewal of the charter of the Bank of Ireland should be attended with some considerable modifications.—*Herald.*

According to the best information to be obtained in the city, nothing is done, nor is likely to be done, in this session, towards the renewal of the charter of the Bank of Ireland. It is understood that the delegates from the other joint-stock banks in Dublin, who have been sent to London to oppose that measure, have received an assurance to that effect, or something tantamount to it, from Mr. Spring Rice. They have at the same time been told, it is said, that the minister has not yet seen any cause to change his intention to grant them a charter with something like the same privileges, extending over a circle of five miles round Dublin. On the one hand, therefore, it is satisfactory to find that a reprieve of twelve months is gained before another monopoly of the kind, and for a term of years, is granted; though we learn, on the other hand, that there is yet something wanted, either in courage or capacity, at the Treasury in Downing-street, to grapple with such abuses. As the other Irish banks, or any representatives they may see fit to send to protect their interests, must of course be heard against the monopoly of the Bank of Ireland, they will do well to employ the interval in collecting such evidence as may expose, in the most unanswerable manner, both the uselessness and its enormities.—*Times.*

PUBLIC COMPANIES.

MEETINGS.

CANDONGA MINING ASSOCIATION.—A Half-Yearly General Meeting of proprietors of the Candonga Mining Association, will be held at the office of the Association, 8, Nicholas-lane, King William-street, on Monday, the 30th day of July current, at One o'clock in the afternoon precisely, to receive the half-yearly report of the directors.

By order of the board of directors,
Candonga Mining office, July 2. G. H. HEPPEL, Sec.

COPIAPO MINING COMPANY.—Notice is hereby given, that the THIRD ANNUAL MEETING of proprietors will take place at the company's offices, on Thursday, the 26th instant, at One o'clock precisely.

By order of the directors,
22, Austin-friars, July 9. FRED. GREILETT, Sec.

THE DUKE OF CORNWALL'S HARBOUR, and LAUNCESTON and VICTORIA RAILWAY COMPANY.—Notice is hereby given, that in pursuance of the Act of Parliament, the next HALF-YEARLY GENERAL MEETING of the Proprietors of this Company will be held at the London Tavern, Bishopsgate-street, in the City of London, on Thursday, the 2d day of August next, at One o'clock precisely.

By order of the Board,
Office, 3, Copthall-buildings, July 12. GEORGE DYSON, Sec.

UNITED MEXICAN MINING ASSOCIATION.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of proprietors of this association will be held at the London Tavern, Bishopsgate-street, on Wednesday, the 25th day of July instant, at One o'clock precisely, when the election of directors and an auditor will take place, and the directors will then report to the meeting the course to be taken with respect to the loan of £57,000, borrowed pursuant to the resolutions of a general meeting of proprietors, held the 23d February, 1872.

By order of the directors,
34, Old Broad-street, London, July 5. JOHN MATHER, Secretary.

CALLS.

CORNUBIAN LEAD AND SILVER MINE, in the parish of Perranzabuloe, county of Cornwall.—Notice is hereby given, that at the general meeting of shareholders in the above mine, held at Devonport on the 18th instant, it was resolved that the directors be empowered to call for a further instalment of ONE POUND per share, to work the mine; and that Ten Shillings thereof be paid as a Fourth instalment, on or before the 23d of July next, and the other Half when the directors find it necessary, at either of the following places:—London—The London and Westminster Bank; Truro—The Western District Bank; Devonport—The Western District Bank.

where the shares will be indorsed as heretofore, to protect them against forfeiture.

It was further resolved at the said meeting of shareholders, that the Forfeited Shares may be redeemed before the 23d of July next, upon payment of the arrears of calls, with the addition of a Fine, as follows:—Those forfeited on the first call, 10s. each; Second ditto, 7s. 6d. ditto; Third ditto, 5s. ditto.

By order of the directors,
Devonport, June 20. R. LAWS, Secretary.

GREAT WHEEL CHARLOTTE MINING ASSOCIATION.—The directors hereby give notice, that a CALL of TEN SHILLINGS per share in this mine, and must be paid to the bankers of the Association, Messrs. Barclay and Co., 34, Lombard-street, on or before the 4th day of August, and it is requested that the shares and receipts be afterwards left at the office of the Association on clear day to be endorsed. All shares upon which any call is not regularly paid become forfeited according to the rules and regulations on the scrip, and such shareholders as have not already exchanged their receipts for the scrip are requested to do so immediately.

10, Lawrence Pountney-lill, July 3.

TRELEIGH CONSOLIDATED COPPER MINES.—Notice is hereby given that a further CALL of SEVEN SHILLINGS and SIXPENCE per share has been made, payable only to the company's bankers, Messrs. Vere, Supte, Banbury, and Co., Lombard-street, on or before the 7th day of August next, and that all shares on which the above-mentioned call shall not be paid within one month after that day will be forfeited. The bankers' receipts and the scrip certificates are required to be brought to the company's office, 23, Threadneedle-street, that the payment of the call may be registered.

By order of the directors,
Dated July 3. J. BAWDEN, Secretary.

WEST CORNWALL MINING ASSOCIATION.—The directors of this association hereby give notice, that an INSTALMENT of ONE POUND per share is required to be paid within Thirty days from this date, to work Wheel Elizabeth mine, to either of the following banking establishments, viz., Liverpool—The North and South Wales Bank; London—The London and Westminster Bank; Truro—The Western District Bank.

where the numbers of the shares will be registered, and the payment endorsed on the scrip.

By order of the directors,
Devonport, June 20. R. LAWS, Secretary.

DIVIDENDS.

EUROPEAN GAS COMPANY.—Notice is hereby given, that the HALF-YEARLY DIVIDEND, due on the 1st of August next, will be paid at the Company's offices, 39, Finsbury-circus, London, on that and every following day, between the hours of Eleven and Three o'clock.

By order of the board,
July 12. ARTHUR SPEAR.

THAMES OMNIBUS, STEAM-PACKET, AND PIER COMPANY.
Capital £200,000, in 20,000 shares of £10 each.
The Prospectus of this Company will be ready for delivery on Wednesday, the 18th inst.

W. CORFIELD, Solicitor,
2, Bolton-row, Mayfair.

LONDON POTTERY COMPANY.
Capital £100,000, in 5,000 shares of £20 each. Deposit £2 per share.
Directors: Joshua Brandon, Esq., Hugh Bowditch, Esq., George Bulmer, Esq., Wm. Knox Child, Esq., Apsley Pellatt, Esq., William Henry Wood, Esq.

Surrey, Kent, and Sussex Joint-Stock Banking Company, 71, Lombard-street.

Solicitors—Messrs. Tatham and Vigne, 50, Lime-street.

This company has been formed for the purpose of introducing the manufacture of earthenware and china to the banks of the Thames.

The demand for this useful and beautiful manufacture has hitherto been almost entirely supplied by the Potteries in Staffordshire—a locality which burdens it with an enhanced price from its distance from the raw materials, and from the great expense of sending the ware to its most valuable market in the metropolis.

Notwithstanding these serious disadvantages, the consumption has yearly increased; and it is ascertained that the annual value of the various kinds of pottery amounts to £1,200,000. The exports have risen, in declared value, from £457,512, in 1827, to £857,774, in 1856.

The present company, by having a cheaper access to the raw materials, and by other facilities which the vicinity to London presents, will be enabled to supply every description of pottery at less expense, and thereby largely to increase the consumption of this essential article of domestic ornament and convenience.

The chief ingredients employed in the composition of pottery are clay and flint. The first is obtained from Dorsetshire, Devonshire, and Cornwall, where it is shipped to Liverpool, and, after an inland navigation of nearly fifty miles by the Bridgewater and Grand Trunk Canals, it reaches the Potteries. The saving in the transit of clay will be considerable.

The carriage of the ware from the Potteries to London is 60s. per ton, which will be entirely saved, as well as the large deduction invariably made for breakage.

Other materials, such as cullet, zaffers, cobalt, dry white lead, litharge, &c., are purchased in London.

The cheapness of coal in Staffordshire is the only apparent advantage which the Potteries possess over metropolitan competition; but the source of profit above stated will amply compensate for the difference of price in this article.

The above calculations of profit have been tested by practical experience and confirmed by personal inquiries in Staffordshire; this undertaking is, therefore, confidently recommended to the public as a highly profitable investment of capital, and as the means of creating a new and valuable seat for a branch of industry which presents a beautiful union of science and art.

All applications for shares in the above company must be made on or before the 20th day of July, on which day the directors will proceed finally to allot the shares to the several applicants. Prospectuses are now ready, and may be had at No. 5, Lime-street, where all letters for shares must be addressed, post paid.

ANTI DRY-ROT COMPANY.—At a numerous Meeting of the Shareholders, held this day, to receive the Report of the Directors as to the present state and prospects of the Company, and to name a time for the declaration of a Dividend,

W. R. VIGERS, Esq., in the Chair.

The Report of the Directors having been read, it was moved by Simeon Warner, Esq., and seconded by John Middleton, Esq., and resolved unanimously:—

That the Report now read be received and printed, at the discretion of the directors.

Resolved unanimously, That F. Waller, Esq. and W. Heseltine, Esq., be Auditors of the Accounts of the Company.

It was moved by Samuel Amory, Esq., and seconded by James Norris, Esq., and resolved unanimously:—

That the cordial thanks of the shareholders be given to the Directors for the zeal and ability with which they have conducted the affairs of the Company, and that this resolution be appended to the report.

Resolved unanimously, That this meeting do adjourn until Monday, the 22d October, at which time a Dividend of £2 per share will be declared payable in November next.

W. R. VIGERS, Chairman.

It was moved by Captain Ewbank, seconded by S. N. Barber, Esq., and resolved unanimously:—

That the cordial thanks of the meeting be given to William Revel Vigers, Esq., for his able conduct in the chair this day.

N.B. The Report of the Directors and the official documents of the Dutch Government, which occasioned their adoption of the process, will be ready for delivery to the shareholders on Monday, the 22d inst., at the Office of the Company, 2, Lime-street-square, July 12.

THE PATENT SAFETY FUZE, for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c. "I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this." Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Cambridge, Cornwall.

SWANSEA HARBOUR IMPROVEMENTS.—CONTRACT
No. 1.—CONTRACTORS for PUBLIC WORKS desirous of Tendering for the Excavation of the Waste Water Cut for the River Tawe, and other works connected therewith, may inspect the plan, sections, and specification, and form of Tender for the same, on and after Tuesday next, the 17th instant, between the hours of ten and four o'clock, at the Office of the Harbour Trustees, Swansea, or that of the Engineer, H. H. Price, Esq., 4, Parliament-street, London; and all Tenders must state the nature of the security offered, and be delivered personally, sealed and directed, to the Chairman of the Trustees of Swansea Harbour, before twelve o'clock on Monday, the 6th of August.

Swansea, July 12. S. PADLEY, Clerk to the Trustees.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
London Electrical	Adelaide-street	Saturday	7 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

PUBLIC COMPANIES.

MEETINGS.

London Conveyance Company	George and Vulture	July 16	12
Essex Marine Salt Works	11, Abchurch-lane	16	4
London, N. America, & W. India Asphalt	18, Adam-street	17	1
South Wheel Leisure Mining Company	St. Mildred's-court	17	2
Westminster and General Life	King-street, Covent-garden	17	1
London Annuity Society	11, Chatham-place	18	6
Mutual Life Assurance	37, Old Jewry	18	1
Wheat Henock and Christowe	On the Mine	19	12
London, Exeter, & Falmouth Railway	London Tavern	19	1
Ratcliff Gas Light Company	London Coffee-house	24	1
United Mexican Mining Company	London Tavern	25	1
Colonial Bank	City of London Tavern	26	1
Copialo Mining Company	22, Austin-friars	26	1
Droitwich Salt Company	86, Lower Thames-street	27	12
Candonga Mining Association	8, Nicholas-lane	30	1
Arigna Iron and Coal Company	9, Liverpool-street	31	1
Blaenavon Iron and Coal Company	London Tavern	31	1
West Cork Mining Company	London Tavern	2	1
Hibernian Mining Company	6, Austin-friars	3	1

CALLS.

Blaenavon Iron and Coal Company	5s.	July 16	As former calls.
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DIVIDENDS.

Rhymney Iron Company	10s.	Office	July 10.
South Australian Company	4 per cent.	19, Bishopsgate-street	14
Wine Consumer's Association	5 per cent.	37, St. Mark's-st.	16
Bank of Australasia	4 per cent.	18, Aldermanbury	16
United Kingdom Life Assurance	4	8, Waterloo-place	20
Minerva Life Insurance	4	84, King William-st.	21
Reversionary Interest Society	17	King's Arms-yard	23
European Gas Company	Half-yearly	Office	August 1
Commercial Bank, New Orleans	7 per cent.	London	Sept. 30.
Standard of England Assurance	5 per cent.	Half-yearly	
City of Dublin Steam	3 per cent.	18, Eden-quay	Aug.
Augusta Life Assurance	5	39, Throgmorton-st.	
Llanelli Railway and Dock Company	4 per cent.		

NOTICES TO CORRESPONDENTS.

Mr. Pridaux's communication has been received; we are obliged for the information, and hope to receive the paper at the time mentioned.

Having already devoted as much space to the affair of the "West Wheel Brothers," as attention to other matters will allow, we are unable to insert the last letter of a "Subscriber."

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, JULY 14, 1838.

The late successful passages across the Atlantic by the *Sirius* and *Great Western* steam vessels, has naturally occasioned a considerable sensation in the commercial world, and has obliged even those who were unfavourable to the undertaking, and who predicted failure to the enterprise, to acknowledge that the capabilities of Steam Navigation have been greatly underrated, and that this extraordinary power, in its present improved state, is capable of achievements which have hitherto been looked upon as impracticable even by those who were well informed on the subject.

Although it cannot be complained that this vast triumph of Steam Navigation has been received with coldness, or that its value has not at once been acknowledged on both sides of the Atlantic, we are inclined to believe that its full importance is as yet by most persons very imperfectly seen, and that the attention it has hitherto excited is by no means commensurate with the greatness of the occasion. The result which has been accomplished is so important in itself, and has come so suddenly upon us, that we are almost unprepared thus early to appreciate its value—to understand the full bearings and consequences of an event, which, in the future history of the world, will stamp celebrity on the year 1838—the shortening by one-half, of the distance between the New World and the Old.

In the early part of the present year, attention was occasionally drawn to the *Sirius* and the *Great Western* by casual paragraphs and notices in the newspapers, some hasty exclamation was made by the reader on the boldness of the voyage for which they were destined, and some few parties who were most directly interested in their success, doubtless felt much anxiety as to the result; still no great sensation was created, nor was the public mind fixed upon the undertaking, in the manner that it frequently is upon matters of infinitely less moment.

How different now is the state of things; scarcely more than half the present year has elapsed, and the passage of steam vessels across the Atlantic, has not only been accomplished, but has already become a thing of fixed and regular occurrence. A vessel is announced to start on such a day for the United States, with the certainty of her arrival there at a given time, the duration of the voyage measured indeed to within a few hours. The passage across the Atlantic has suddenly become like the passage from Dover to Calais or Boulogne, a thing of comparatively quick and easy execution; it has been divested of its length, its tediousness, its uncertainty, and the horrors which have frequently attended it. A trip to the United States, or to our Canadian possessions, has been brought within the limits of a summer's tour, and two free and powerful nations claiming the same descent, speaking the same language, and equally proud of those great names which reflect a

lustre, not on one country alone, but on the whole human race, are in the space of a few weeks approximated as if by magic, and an almost unrestrained medium of communication established between them.

* Such, then, are a portion of those great objects which, within the last few months, have been achieved by British enterprise and capital, and we may fairly question whether they have yet been seen in their real value and importance—whether the public mind is yet fully sensible of the magnitude of what has been accomplished, and of the widely-extended and enduring results which must follow the success of this great enterprise. It is, indeed, not unfrequently the case, that the most trivial passing occurrence is exaggerated into an undue importance, while events of the greatest magnitude are, at the moment, very inadequately appreciated. To those who have not regarded the subject in question with the attention it deserves, the remarks we shall now offer will place the accomplishment of Steam Navigation across the Atlantic in its just and prominent point of view, while we believe that information of this kind cannot prove without interest to any, and will soon be sought for with an avidity at present unknown.

The immense importance of the object attained cannot be better illustrated than by giving, in the words of our contemporaries, a few details of voyages recently performed across the Atlantic, both by sailing vessels and by steamers. Of the horrors to which the former are occasionally exposed, in consequence of long and adverse passages, we cannot give a better example than the following short narrative of two recent voyages, from an article in the last Number of the "Quarterly Review:"—

In February, 1837, the British ship *Diamond* arrived at New York from Liverpool, having been 100 days from port to port. There were 180 passengers, of whom seventeen died, not from any disorder, but from mere starvation. The principal suffering was among the steerage passengers, the crew having been put upon allowance, and supplied to the last with food, though in small quantities. The description of the appearance of these poor wretches on their arrival, given by an eye-witness, is heartrending; our informant himself had lived nine days on potato-peelings soaked in his scanty allowance of water. For any ordinary voyage the supplies in this case were abundant. Some, who had extra quantities, sold out, it seems, to their less provident fellow-passengers; first at moderate rates, but as the scarcity more fully developed itself at enhanced prices, until finally half a sovereign was asked for a pint of meal. Before the arrival of the vessel a sovereign has been offered and refused for a potato, as it was roasting before the fire! Once more—the bark *Ellen*, from Leghorn, with a cargo valued at 100,000 dollars, after a perilous voyage of 103 days, her crew having subsisted for fifteen days on maccaroni and sweet oil, arrived within three or four miles of Sandy Hook, on the 1st of January last, and hoisted signals. After waiting four hours in five fathoms water, and finding no pilot, she was obliged to stand off to sea, and in consequence of a storm which came on, with the disabled state of the crew, she was the sport of the winds, in the severe state of the weather, without fuel, and short of provisions, for an entire month!

To offer any comment on the sufferings endured by the unfortunate passengers in the above cases, would be indeed superfluous; the horrors of their situation may well be pictured to the imagination, and grand must be the triumph of that mode of navigation which renders the voyage speedy and certain, and independent of the ever-changing and inconstant elements. Let us now turn to the arrival of the *Great Western* at Bristol, on Sunday last, having occupied in her passage the incredibly short space of twelve days and a half. The account of the passage, as given by a contemporary, is rather long, the details are, however, so satisfactory and important, that we are induced to give them at length; and it will be seen that passengers have not been slow in availing themselves of the immense advantages offered by steam navigation:—

BRISTOL, JULY 8.—The *Great Western* steam ship, Capt. Hoskin, R.N., cast anchor this afternoon in Kingsroad, at about half-past two o'clock, having performed the homeward passage in the wonderfully short space of twelve and a-half days. The outward-bound voyage was by this splendid vessel accomplished in fourteen and a-half days, having sailed from Bristol, June 21, and reached New York, June 17th, at four, A.M., which place she left for Bristol, June 25th, at five, P.M. Thus she has performed the whole voyage from Bristol, to New York, and back again, in the unparalleled short space of thirty-six days, eight of which were spent at New York, which leaves five weeks for the actual voyage, and which generally averages as many months by sailing vessels. The *Great Western* has brought over ninety-two passengers, all of whom express themselves in terms of the greatest delight and satisfaction with the splendour and comfort of her accommodations, and seem quite enraptured in making mention of the very slight motion felt on board the vessel throughout the passage, even when blowing hard, and during the latter part of the voyage they encountered heavy weather, which gave them an opportunity of judging of the great advantage possessed by the vessel in this respect. A passenger, with whom I had an opportunity of conversing, told me he had several times crossed the Atlantic in sailing-packets, and in very similar weather to that experienced on his voyage home in the *Great Western*, and that he should not have believed it possible for such a difference to exist had he not felt and tested it himself. Even in the roughest weather it seems that passengers may sit down to dinner without any of the fears or dangers of accident on board sailing vessels. You feel assured that you will not be laid sprawling on the cabin floor by your chair lurching to leeward, or that you will be thought desirous of appropriating to yourself more than your share of eatables by getting the contents of half-a-dozen or more dishes poured wholesale into your lap. None of these or other somewhat similar, but even more disagreeable accidents, so frequent but unavoidable on ship-board, are here felt; in fact, you may sit down and enjoy yourself almost in as much ease as in a drawing room on shore. This comparative tranquillity and slightness of motion is mainly to be attributed to her great length, which enables her to cut through several waves, into the troughs of which shorter vessels must of necessity roll, and become, as it were, "swallow-ed up." Vessels of great length must, therefore, of course, by reason of their powers, not only be much easier, but must also save very considerably in the time and distance occupied by vessels of ordinary length in rising and falling from the troughs of these seas. The *Sirius* reached New York on the 18th of June, at four o'clock, P.M.; the *Great Western* having arrived the day previous, at four, A.M. The *Great Western* passed Sandy Hook at seven, P.M., of the 25th of June; and from this time to the time of seeing Trevoise-head in Cornwall, was exactly twelve days. The average distance run on the outward voyage was about nine miles per hour; and on the homeward voyage rather more than ten miles per hour.

We may well exclaim, after reading these details, "Look on this picture, and on this," for a more complete contrast than is presented by the two, can hardly be imagined. It is true that but few sailing vessels meet with such protracted passages as the *Diamond* and the *Ellen*, nor are such horrors and privations often endured by passengers as on these occasions—still, within the short space of one twelvemonth, it will be seen that two instances of the kind have occurred, and that on one occasion no less than one hundred and eighty passengers were involved in the most deplorable distress in consequence. On the moral and political results which must ensue from the accomplishment of Steam Navigation between Europe and America,—from bringing London and New York within less than a fortnight's voyage of each other, and divesting it of its inconvenience and uncertainty,—it is not our intention to enter, although the subject could not fail to open the most gratifying prospects, we shall rather briefly glance at some of the further extensions of this great principle, which are either now in progress, or will shortly be carried into effect.

If we look to the southern portion of the American continent,

we shall find a quick and easy communication rendered practicable between England and Brazil, which cannot fail greatly to increase our commerce, extensive as it already is, with that vast and productive country—a commerce which it is the true interest of our merchants to cultivate to the utmost, since, from the tranquil and prosperous state of the Brazilian Empire—its natural riches and vast internal resources, and the liberal spirit in which foreign aid is received by the natives for the development of those resources, a wider field for the extension of our commercial relations is here afforded, than probably exists in any other part of the globe. Already we hear that measures are in progress for introducing Steam Navigation, by means of British capital, upon the Bay and Rivers of Bahia, which are well known to intersect one of the most rich and populous districts in the empire—a district almost debarred, from the nature of the country, from using communication by roads, yet at present possessing nothing but the most wretched and uncertain means of water conveyance.

If we turn from the Western to the Eastern Hemisphere, and look to India, with her hundred and thirty millions of population, subject to the British sway, of what immense importance it must be to this country, either in a political or commercial point of view, to facilitate communication with this mighty appendage to the British Empire, now removed from us for all general purposes by half the entire circuit of the globe. Long and anxiously has the population of India, both natives and British residents, looked forward to the accomplishment of this great object, and earnestly, though ineffectually, have they petitioned our Legislature on the subject. All doubt of its practicability is at length removed, and nothing but capital and enterprise are at present wanting to carry into full and immediate operation that great desideratum—steam communication with India. We have now, then, briefly touched in the foregoing remarks, on some of the most prominent points connected with the recent extension of the powers of Steam Navigation, leaving many others which still require attention, for a future early notice.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols for money, ex div. at 93½, and for the opening at 95½. Bargains for the August account done at 95½. Three-and-a-half per Cent. Red. Ann. 101½ ¾ money, and New Three-and-a-half per Cent. 101½ ¾ money, ex div. Bank Stock 205½ ¾ money, and India Stock 265 money, ex div.—premium upon Exchequer Bills 75 75.

Portuguese Old Five per Cents 70½, New ditto 36½ 5½, and the Three per Cents 24. Spanish Bonds, with May Coupons, 22½, and without, 21½ ¾. Deferred 9½, and Drawn ditto 18. Brazilian Bonds 80, and Colombian 27½. In Northern Securities, Danish Bonds are quoted at 75½; Dutch Two-and-a-half, 54½; Old Fives 101½ 102; the New Loan, 99½. The New Belgian Scrip has receded to 2 prem. French Five per Cents are 112½, and the Three per Cent. ditto 80½ 75c., with the Exchange 25½ 50c.

Great Western Railway, 12 13½ pm.; Brighton, 1½ 1½ dis.; Blackwall, ¾ ¾ dis.; Birmingham, 80 pm.; Southampton New, 18½ ¾; Claridge's British Asphalte, 1½ pm.; United States, ¾ pm.; British North American Bank, 2½ pm., ex div.; Colonial Bank, 1½ pm.; National Bank of Ireland have been done at 1½ dis., and the Union Bank of Australia at 4½ pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 95½; Exchequer Bills, 75 75 premium; East India Bonds, 77 79 premium; Dutch Five per Cents., 101½ 2; Ditto Two-and-a-half per Cents., 54½ ¾; Portuguese Five per Cents. 35½ 6; Ditto Three per Cents. 23½ 4.—Railways:—Brighton, 1½ 1½ dis.; Great Western, 11½ 12½ premium; London and Birmingham, 80 82 premium, New, 23½ 24½ premium; Southampton, 42½ ¾ per share; New, 18½ 19½ prem.; York and North Midland, 2 1 dis.

REDRUTH, JULY 12.—Average standard, 104½ 12s. 0d.—Average produce, 8½.—Average price, 6½ 2s. 6d.—Quantity of ore, 4091.—Quantity of fine copper, 351 tons 0 cwt.—Amount of money, 25,478½ 11s. 6d.—Average standard of last sale, 110½ 12s.—Produce, 7½.

LIVERPOOL SHARE MARKET, JULY 5.—There has been an inquiry to-day for Great Westerns, at advanced prices; also for Brightons, at former quotations. The market is firm but there is little doing. 6.—The market continues firm, but there is little doing. 7.—There has been a demand for Brightons to-day, and notwithstanding the dullness of the market, prices are steady. 9.—There has been but little doing to-day.—Great Westerns have declined to 12½ pm. 10.—The market to-day has been very inactive. 11.—117½ pm. is offered for Grand Junctions. The market continues very inactive.—Gore's Liverpool Advertiser.

BIRMINGHAM SHARE MARKET, JULY 11.—The share market here has been far from active during the past week. Banking company shares remain firm; railways generally are depressed, with the exception of the Birmingham and Gloucester, which have advanced in price. Crown glass shares have also gone up, in consequence of the near completion of their works, and the prospect of a make of plate-glass in the course of a few days.—Birmingham Advertiser.

CORNWALL, JUNE 30.—Particulars of copper ores sold in Cornwall, in the quarter ending June 30th, 1838:—Copper Ore, 36,876 (21 cwt.)—Fine copper, 2846 tons, 11 cwt.—Amount of Money, 216,576½ 10s.—Average Standard, 111½ 14s.—Average Produce, 7½.—Average Price, per 21 cwt. 5½ 17s. 6d.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin from the port of London to foreign ports during the past fortnight, ending the 10th instant, was as follows:—Gold coin to British West Indies, 73 oz.; silver ditto, 14,365 oz.; ditto Gibraltar, 6000 oz.; ditto Rotterdam, 16,000 oz.; ditto Canton, 1900 oz.

IRON TRADE.—The iron trade is daily assuming a more healthy state. The demand which, during the past month, has been steadily increasing, has now given almost full employment to the iron works in the neighbourhood. This state of things must lead to an advance in the price ere long; although it is doubtful whether the iron-masters will take this step so soon as the day fixed for their next quarterly meeting.—Birmingham Journal.—The Shropshire and Staffordshire iron-masters, at their quarterly meetings this week, have agreed to make no alteration from the last quarterly quotations. With respect to the prospects of the iron trade, we have pleasure in stating that they wear a very healthy appearance. Large orders for rails, for home consumption, have latterly been given out; and the principal houses are full of orders for other descriptions of iron. Large orders for rails have also arrived from America, subject to the contingency of raising money up, on the security of ore in the States; and it is anticipated that, upon money matters in America improving, large quantities of this and other descriptions of iron will be required in that country.—Birmingham Advertiser.

GRAND JUNCTION RAILWAY.—DETENTIONS.—The following is an account of the arrivals of 560 mail trains by this railway at Liverpool, Manchester, and Birmingham respectively, during twenty weeks, between July and November, 1837:—

	At the	Before Time	Exact Time	After Time.
Liverpool	176	113	271
Manchester	171	91	298
Birmingham	102	76	382

Of the 1120 journeys, which were performed, reckoning Liverpool and Manchester as one, twenty-four exceeded the time more than one hour and a half, and ten more than two hours. The greatest delay was twelve hours and a half; the quickest journey was performed in forty-five minutes less than the fixed time.—Journal of the London Statistical Society.

MINING CORRESPONDENCE

ENGLISH MINES.

BORINGDON PARK MINING COMPANY.

July 4.—I beg to inform you that I inspected the Boringdon Park mine on Monday, the 2d inst. The lode in the thirty-seven fathom level, west of the steam-engine shaft is four feet wide, made up with mundie, spar, and fluccan, with some spots of lead intermixed, but on the whole poor; there is more spar in this end at present than I have seen since we commenced driving from the shaft; this is not an unfavourable appearance, although the change for minerals is very little. The thirty-seven fathom east of the said shaft, the lode is six inches wide, with mundie, spar, and fluccan—poor. The seven-fathom level, east of No. 3 shaft, is driven about eight fathoms to the east of the fluccan, the lode is from twelve to eighteen inches wide, composed of a great deal of mundie and spar, with some good spots of lead. I have requested Mr. Britten to assay a sample of this lode, so in the course of this week we shall be able to ascertain whether it is worth any thing or not, of which you shall know the result. There is one thing I would call your attention particularly to; in looking at the ground that has been driven through in the adit level, east of No. 3 shaft, and taking the spots of gossan of this level into account, we might expect some favourable change in the seventeen fathom level in a short distance, but if I am disappointed, this gossan will prove a great cheat, as I before mentioned. The ground in this level is speedy for driving at 2½ 5s. per fathom; should the ground continue, we ought to drive sixteen fathoms in two months; this will bring us twenty-four fathoms to the east of the fluccan, and if we find no change in the lode I shall be fully satisfied that the mine has been fully proved—at least this is my opinion. I intend to inspect the mine again about the 11th inst., when I will write on the subject. W. WILLIAMS.

ST. HILARY MINING COMPANY.

July 8.—Seventy Fathom Level East.—Lode one foot wide, producing good ore.—Seventy Fathom Level West.—Lode fourteen inches wide, six of which is good ore. Stopes in back of said level, lode sixteen inches wide, producing good ore. Sixty Fathom Level East.—Lode two feet wide, with stones of ore. Sixty Fathom Level West.—Lode improved in size, with stones of ore. We have set one pitch since survey day, in back of forty fathom level, at 13s. 4d. in the 1½, to two men. C. H. RICHARDS.

GWINEAR MINING COMPANY.

July 8.—Thirty Fathom Level (west of engine-shaft).—Good ground, with some stones of tin. Twenty Fathom Level West.—No alteration. Winze (in bottom of said level).—Lode two feet wide—good tin. Stopes in back of said level producing good tin. Stopes in ten fathom level west, lode one foot wide—good tin. Stopes (east of engine-shaft), produces good tin. C. H. RICHARDS.

BRITISH TIN MINING COMPANY.

July 9.—Twelve Fathom Level.—Holed to Roberts' shaft with a borer; we are now driving north to intersect a lode, by four men, two fathoms, at 4½ per fathom, which we expect to cut in a day or two; we shall also cut down Roberts' shaft to the twelve fathom level in a day or two: this bargain is let for 6½. Treaclear Adit.—Full of deads before us, consequently nothing of the lode can be seen as yet. J. BRAY.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, July 9.—Herewith I beg to hand you the weekly report of these mines. In the sixty fathom level south the lode at present is divided into small branches, each producing a little silver lead ore; the ground is favourable for driving, also congenial for lead ores. In driving east, on Johnson's lode, at this level, the ground is rather hard, and having two men only in this end, it renders our progress slow; therefore the character of the lode is much the same as hitherto. At this level north the lode in the rise is from six to eight inches in width, yielding some good work for silver lead. The lode in the fifty fathom level north is about eight inches wide, saving work. In the forty fathom level south the lode is from four to six inches big, producing tolerable work. Johnson's whim-shaft men having completed the necessary work previous to sinking, they will this day resume sinking the said shaft below the forty fathom level. The prospects of the tributaries continue without material alteration. The two parcels of silver lead ores, sampled the 16th ult., were sold to Messrs. R. and W. Michell, on the 7th inst., as under, viz.:—No. 1.—19 tons (21 cwt.) 16 cwt. 2 qrs., at 16½ 14s. per 21 cwt., dry weight. No. 2.—31 tons 3 qrs., at 5½ 7s. per ditto. S. HARPUR.

TAMAR SILVER LEAD MINING COMPANY.

July 9.—In driving the 135 fathom level south the lode is about two feet in width, and producing silver lead ores. In the winze, sinking under the 125 fathom level, north of the shaft, the lode is at present unproductive. We have no alteration to report in the south end at the 105 fathom level. We have resumed driving the ninety-five fathom level south, and the lode is about nine inches wide, kindly, and yielding silver lead ores. In extending the eighty-five fathom level south the lode is ore, but rather small. The shaft at North Tamar is sunk about seven fathoms and a half. Our monthly setting was held on Tuesday last, and all our pitches were re-let on favourable terms, and I consider the tributaries will get fair wages. M. JAMES.

ENGLISH MINING COMPANY.

Great St. George, July 10.—We sampled to-day at Great St. George 480, at Wheal Leisure 284, and at Wheal Purdence 111 tons of ore. The quality I fear will not be found so good as the last sold from the former mine. Nothing of importance has taken place in the underground operations of either of the mines since the setting. H. HUMPHRIES.

TINCROFT MINING COMPANY.

July 4.—There has no alteration taken place in the appearance of the lode in the engine-shaft 132 west, or the 120 east and west since my last report. The lode in the winze sinking under the 110 has a kindly appearance for tin, ground favourable for sinking, this winze is not so far east as the productive ground. The stopes in the back of the 110 are producing very good work for tin; having now almost cleared the stuff in the 110 level, I hope to commence driving the end east in a few days, but we have still several hundreds of kilbles of tin stuff laying on the stulls in the back of this level. The lode in the 100 end stuff has very much improved for tin within the last few days. I calculate the end is now worth from 10½ to 15½ per fathom, and likely to be better. The lode in the ninety end is looking more promising than I have seen it for some time; I expect we shall have a good lode for tin there shortly. The eighty-one end is looking well for copper, worth from 20½ to 25½ per fathom; the winze sinking under the seventy-two is producing some tin stuff, but not rich. Our pitches on the whole are much the same as for some time past. We still find good spots of yellow copper ore in small branches of spar in sinking Paloner's shaft; the killas also has a kindly appearance. We have a very kindly lode in a winze sinking under the forty-five fathom level, at Dunkin's, with occasional stones of grey ore. We are now in course of fixing pipes in the 100 fathom level cross-cut to Dunkin's, hope to get the water from that level in about a week. We are also in course of clearing a shaft on the Tincroft old lode, but have found it a greater job to do than I expected, at first the lode being taken away from the ends of the shaft has weakened the shaft so much that it will require a pretty deal of timber to secure it; notwithstanding, I hope to get it properly secured to the twenty-three fathom level in about a month, then we shall commence clearing under that level. We should have carried our tin to the smelting-house before now, but for an accident to the condensing work of our draught engine, that part called the receiver having burst, and its place being obliged to be supplied by a new one, the engine being idle while a new one was preparing and putting in, has thrown us back very much in our stamping and dressing operations; however, we are now in good course of working, and hope to sell our tin next Friday. W. PAUL.

FERRAN CONSOLIDATED MINING COMPANY.

July 7.—Agreeable to our proposed new plan of operations, as recommended in my letter officially to you, bearing date 7th ult., and in reply to which, I received your sanction on the 14th ult. to proceed with the prosecution of the works in the eastern part of the mine denominated Windus's—I begged to state, that finding no improvement in the old mine either in levels or pitches, up to the 22d ult., I conceived it to be high time to suspend any further works therein, and have given orders to cease the engine, commence drawing up pit-work, &c., and are preparing for the erection of flat-rods as fast as possible for the eastern part, which we hope to set at work by the end of July. I think it right to state to you that our old mine is sunk to a depth of forty fathoms below the adit level, and although we sunk winzes, shafts, extended levels to the extent of 260 fathoms, in the thirty and forty fathom levels, we calculate that not more than five tons of ore was broke under the twenty fathom level, and not even half so much from the twenty as at the ten level, so that it is evident the lead in this part of the mine does not continue in depth; about 290 fathoms east of this place, which is so much nearer the Great Shepherd's mine, perhaps the distance of only a mile, we believe on the same lodes where such a profusion of riches was met with; we are still led to entertain a great hope of successful results. On the back of these lodes where we have commenced operations, there is a very considerable quantity of broil thrown up to the surface, as if an eruption had taken place, it is, or as if, burnt, and very light as to weight, we believe its component parts to be chiefly iron, with a small quantity of arsenic, &c., which indicates the strength of the lodes below. In addition to the kindly features of these east and west lodes, we are of opinion, that the North and South Mexico courses run just immediately across, about the centre of the ground which we have now commenced prosecuting. These lodes, at but a short distance to the north of our present workings, have been wrought at the Mexico mines from time to time, to a very considerable profit, the produce being of the richest silver lead, and found at one period in an abundance, these north and south lodes forming intersections with the east and west lodes, certainly renders our eastern

ground a very desirable speculation, and by the end of September, I have no doubt of being able to see the different lode at a fifteen fathom level. The next object is the western part of the set adjoining Budnick tin mine, which of late has, and at the present time is, producing so much tin, as to leave a regular monthly profit to the shareholders; the ground I allude to belonging to us, is called "Rose," about eighteen months ago, we worked it by virtue of a horse-whim, sunk and drained the water to a depth of ten fathoms below the shallow adit, and found the character of the lode and strata to be precisely as that in "Budnick," we then broke there and sold 14½ 15s. 3d. worth of tin; the water, however, was found so powerful, that we were obliged to discontinue the workings, since that time, however, "Budnick mine," by virtue of their proceedings, has entirely drained our part, and we have only to work, without the least water charge, this I consider to be a second object well deserving our notice, and we have set on a party of men there to sink the shaft. We calculate on laying out 50½ to 60½ per month in Rose, say from nine to twelve months, which I consider will give that part a fair trial. At Windus's, together with the establishment, we think will require a further sum of 250½ per month, say for nine months, to get that part also properly developed, making altogether about 300½ per month. In doing the above work, there does not appear a doubt but that returns of tin and lead will be made, and a great chance of finding a permanent and profitable mine. R. ROWE.

July 9.—We have completed drawing up the materials from the old mine, and I am happy to say without the least accident; the water is now up to the adit level. We are getting on rapidly with the new work for the flat-rods to Windus's, and shall work, we hope, by the time promised—say end of this month. At Rose we have sunk the shaft about four fathoms below the ten fathom level, but are now down to water. We intend to wait a few days in order to see whether the water will continue to sink deeper, and if not we must adopt some other means to drain it; the ground, so far as we have sunk, appears quite congenial for tin. In driving the adit level east, on the south lode, we find it to be about two feet wide, composed of fluccan, spar, and mundie. R. ROWE.

HOLMBUSH MINING COMPANY.

July 9.—The ground in the engine-shaft is still very hard. In driving south at the eighty fathom level, we have discovered some small branches, but nothing as yet that we can recognise to be the lode. The stopes in the back of this level, and also the stopes in the back of seventy fathom level, no alteration; men employed desuing the lode. The lode in the end of seventy fathom level west, is sixteen inches wide, composed of mundie, spar, and caple, with spots of copper ore, very kindly. In the seventy-two cross-cut south, we have driven through the Flap-jack lode, which we find to be about four feet big, its composition much as last reported; poor at present for copper ore, but presents strong indications of being a very productive lode. We have set the men to drive west on its course, at 5½ per fathom. The lode in the sixty-two fathom level west, is much improved, worth at present about 9½ per fathom. The lode in the fifty-two fathom level west, is just as last reported, worth about 16½ per fathom. Our tribute pitches are just as usual looking favourable. F. PHILLIPS.

UNITED HILLS MINING COMPANY.

July 7.—Sinking Eastern Diagonal Shaft.—Lode three feet wide, with good stones of ore. Sinking winze, bottom of Twenty-five Fathom Level East.—"new." Twenty-five Fathom Level (west of Diagonal shaft).—Lode three feet wide, producing a little ore at present, with a kindly appearance. Thirty-five Fathom Level (east of ditto).—Lode five feet wide, very good ore. Adit Level (driving north of eastern end).—North part of the lode not yet discovered. Stopping (back of adit level east).—Lode two feet wide, good ore. Rising (back of ten fathom level against Eastern Diagonal shaft).—Lode three feet wide, with stones of ore. Twenty Fathom Level (east of Diagonal shaft).—Driving north, to cut the north part of lode. Thirty Fathom Level (east of ditto ditto).—Lode two feet wide, one foot good for ore. Stopping (back of thirty fathom level).—Lode two feet wide, bunches of good ore. Williams' Engine-Shaft (sinking).—Lode four feet wide; ore of a fair quality. Thirty-six Fathom Level (east of Turton's shaft).—Lode two feet and a half wide, one foot good ore, with a very promising appearance. Thirty-six Fathom Level (west of ditto).—Lode one foot and a half wide, one foot good ore, and a promising appearance. Thirty-six Fathom Level Cross-cut (north).—Resumed driving this cross-cut, with the expectation of cutting the lode within a few fathoms. C. PENROSE.

CORNUBIAN MINE.

Chiverton, July 10.—Since I wrote to you last our eight fathom level, on the Chiverton lode, is improved; we have a good lode in this level. Our twenty-four fathom level, east on Chiverton lode, is looking better, and I expect that soon we shall have a good lode in this level; we have holed the twenty-four fathom level, on the west caunter, from the old engine-shaft to the cross cut from new engine-shaft, and we have commenced driving east of the cross-cut, on the west caunter, but the lode is poor at present; as Saturday last was our setting day, we cannot say anything about our tributaries as yet. We sampled last week about twenty-two tons of lead, and we have now dressed about eight tons of lead and about eighteen tons undressed. J. BORLASE.

GREAT WHEEL CHARLOTTE MINE.

July 10.—Nothing of importance has occurred in the mine since we forwarded to you our last report, nor do we see the least alteration in the appearance of the lode in the different levels. Our tributaries are working with spirit, and are likely to be amply paid for their labour. In our last report, we stated that we expected that the ores raised in April and May months, would amount to from seventy to eighty tons; we have since sampled and found them to be upwards of ninety, and when the balvan ores are included to be 123, and from the assays that have been made, the quality of our ores are evidently improving.

EAST WHEEL STRAWBERRY MINING COMPANY.

July 9.—On Friday last I visited the East Wheel Strawberry mines, and on the Saturday held our monthly setting—the following particulars you will please receive as my report. The new engine shaft is holed to the adit level; we have now set a bargain to cut whim plat and sink ten fathoms below the adit, at 8½ per fathom. The twenty-four fathom level cross-cut at Orchard, we have also set to drive towards the new engine shaft, at 3½ 10s. per fathom; this cross-cut will be about twenty fathoms in length. We expect the water will be drained at Orchard down to the thirty-five fathom level by the middle of next week; we have set, however, the said bottom, or thirty-five fathom level, to drive east and west on Trewhelen lode, the former at 2½ 5s., and the latter at 3½ per fathom. We expect the water will be in fork at Boundary to the eleven fathom level in a few days, when several more men will be employed on tribute. We have now nine pitches working, and their tributaries varying from 9s. 6d. to 11s. in the 1½; by the end of the present month, a much greater number, we hope, will be set, and as well by that time our regular returns of tin will commence. The walls of an inexpensive account house are built on a commanding situation (about central for the works), and will be completed for use shortly. We have contracted for the building and completing of the additional fire stamps, to work nineteen heads more, making altogether thirty-one; together with the several water stamps we have working, will enable us to return a considerable quantity of work, and so far as I am able to judge of the various old workings, I still entertain a high opinion of having ere long an extensive and productive concern. R. ROWE.

July 9.—We held our general survey on Saturday last, and have reason to be very well satisfied with the result. We have now nine pitches working at Orchard and two at Boundary, varying from 9s. 6d. to 12s. in the 1½. We have also set to our sumpmen, the shaft, to sink ten fathoms below the adit at 8½ per fathom, also a whim plat cut for 3½ 10s., likewise the twenty-four fathom cross-cut to drive south towards the said shaft, four fathoms at 3½ 10s. per fathom, and the bottom level to drive east four fathoms at 2½ 5s. per fathom, west 3½ per fathom. At Trewhelen we have this day dropped to the twenty-three fathom level, and hope that the water will be in fork to-morrow to enable us to examine it. We have now cleared Hoppet's shaft down to the twenty-three fathom level cross-cut, driven south under Boundary, and let down the greatest part of the dam, leaving only a portion to drain off from Boundary. We shall not be able to approach the winze sunk at the eleven fathom level, till we clear this level of atle, which was left at a former working, and which we have now commenced drawing away, for the purpose of letting down the remaining water, but should this plan not prove successful, we shall immediately proceed to draw out the water by whim barrels, and shall then have a number of pitches to offer. FRANCIS EVANS.

WEST WHEEL JEWEL MINING ASSOCIATION.

July 2.—The Forty-two East from Buckingham's shaft.—Lode about nine inches wide, peach, with a small quantity of black and yellow ores. The Forty-two South.—Ground favourable for driving. We agree with the committee of management who met us to-day, and went fully into all our underground affairs, that it now becomes necessary to sink Buckingham's shaft as a downright, and get it down to the thirty with all expedition, and even to the forty-two, if possible, prior to the winter setting in, and to take away the men from the above places. We also agree with the committee, that the men from the south part of the mine should be placed to put through the south lode to the thirty fathom level with all expedition, as the ore from the south lode can be taken away at a much lower tribute when the level and shaft are communicated.

July 9.—At Buckingham's perpendicular shaft, we have put in peat-house, taken up the water, &c., with the men that were driving the levels at the forty-two, and have sunk the shaft two feet. The Thirty Fathom Level, East on the south branch.—Lode about fifteen inches wide, composed of gossan, black and grey ores. The men that were driving on the middle branch have been driving the level to bring in house-water to the engine, which will take

two or three weeks and must be done. *Deep Adit, South from Buckingham's*.—Ground hard. *South Adit Shaft*.—Similar to our last report. *Wilkinson's Engine-Shaft*.—Lode about three feet wide, composed of gossan, producing good stones of grey, black, and yellow ores. M. WILLIAMS.

FOREIGN MINES.

COLOMBIAN MINING ASSOCIATION.
Reduction Officer's Report for March.

Supia District.—The returns are comprised in seven ingots, weighing together 70 lbs. 3 oz. 11 dwts., and containing, by my assays, of fine gold 44 lbs. 3 oz. 11 dwts., and of fine silver 24 lbs. 6 oz. 4 dwts. The total loss in the whole treatment appears at 43.70 per cent. Produce of fine gold per ton of ore treated amounts to 12 dwts. 15 grs.; ditto per ton of tails, 4 dwts. 17 grs.; ditto per stamphead, 21 oz. 8 dwts. 1 gr. The rough ores stamped during the month are 200 tons, 8 cwt. from the Candado lode, and 566 tons, 18 cwt. from the Salto and San Antonio lodes—total, 767 tons, 6 cwt., from which quantity we have produced 40 oz. 4 dwts. 10 grs. of fine gold, at the rate of 12 dwts. 15 grs. per ton, the remaining 3 lbs. 11 oz. 1 dwt. being the produce of the re-dressing of 200 tons of old tails and refuse, of which 135 tons from the former upper floor gave us 22½ tons of heads, which were conveyed to the present dressing floor, together with the heads from the mills "Renown and Hope," and the other 65 tons of tails and refuse were at once conveyed into the hoppers, and there finally re-dressed. Part of the refuse, resulting from the redressing of the tails and refuse on the upper old floor, will be stamped during April, together with some rough ores. The high produce obtained from the rough ores per ton, is, owing to the ores from the upper part of the Salto being better than usual; but respecting the quality of the ores from the Candado lode, no improvement appears to have taken place. From the 767 tons, 6 cwt. of rough ores, we have obtained 505 tons, 8 cwt. of stamped ores, with a loss in stamping of 2.52 per cent. From the stamped ores and the 200 tons of tails and refuse re-treated, have resulted 368½ quintals of dressed ores, with a loss in dressing of 40.81 per cent., and by means of the arrastre amalgamation, we have obtained from the dressed ores 44 lbs. 3 oz. 11 dwts. of fine gold, with a loss in amalgamation of 1.92 per cent. The stamping mills and arrastres are all in fair working order. The rain fallen during the month amounts to 5½ inches.

From Mr. Williamson.

April 17.—It is pleasing to observe that the returns for March exceed in amount those of any previous month for some time past, owing to two circumstances:—1st, and principally, to our having obtained a good supply of ores of superior quality from the back of the San José level; and 2ndly, to our having treated 200 tons of tails and refuse during the month. The supply of ores from the stations above the San José level, which has been the means of increasing our last month's produce, cannot be calculated upon for any length of time, and we shall, after that source of ore is exhausted, have to depend on the quantity of the usual class of ores obtainable from the different stations lately mentioned, notwithstanding our monthly produce for the present year, will, I fully believe, not fall short of my estimate, and by actively prosecuting the several dead works in hand, we shall have an opportunity of fully proving the Marmato establishment.

From Messrs. Poules, Illingworth, and Co.

Bogota, April 27.—As stated in the despatches, it is our deliberate opinion that a change in the company's affairs for the better is in the course of operation.

The account current for the month of March, which we now beg to lay before you, exhibits a cash balance of \$13,737 on the 1st instant, which enables us now to advise a remittance by this day's post to our Cartagena House of \$3008 in doubloons, to be by them forwarded to the secretary in the usual way.

Export of Ores.—Our No. 327 acquainted you with the steps then taken to obtain a renewal of this license from the Congress now in session. Our efforts have proved successful, and we have now the satisfaction to announce the completion of the bill, by Congress granting the export license for four years.

From the Coast Agents.

Cartagena, May 10.—The 280 serons of ore will be shipped on board the *Grace*, Capt. Tinnion, which vessel sailed yesterday for Savanilla, and will get loaded about 1st June, for Liverpool.

Enclosed is bill of lading of Colombian Mining Association, No. 1. One bag, containing in doubloons \$2978, shipped per H.M.S. *Nimrod*, for account of the Colombian Mining Association, which, with our commission, 30, makes the sum of \$3008 received from Bogota on the 8th inst. The mine report will be given in our next Number.

PROCEEDINGS OF PUBLIC COMPANIES.

MINING COMPANY OF IRELAND.

The half-yearly meeting of the shareholders of this company was held in the Commercial Buildings, Dublin.

ISAAC ENGLISH, Esq., in the chair.

Mr. PURDAY (the secretary) read the following

REPORT.

Increasing productiveness has attended the progress of the company's works during the period of the account now presented, and your board feels much gratification in being enabled to state, that the present prospects at the respective mines lead to the expectation that the progressive improvement, noticed in the board's reports of the company's affairs for some years past, will not be retarded in the period of the ensuing account.

The profits in the past half-year amount to 10,772l. 11s. 6d., of which the sum of 2359l. 17s. 6d. has been expended in completing the new works at Caimne and Derrynoos lead mines, and Kilerohand and Hollyford (Ballisnane) copper mines, and 1286l. 18s. 9d. in erecting machinery and other improvements at those concerns, which for some time have been in a productive state.

Of the four mines enumerated as sources of expense, the board have reason to believe that Caimne and Derrynoos lead mines are now in a state which will relieve the company from further expenditure of capital, if not yield returns for the amount expended in opening them. Of the copper mines also upon which trials have been made in the past year, your board has recently received favourable reports, which induced the expectation that the capital expended in the opening thereof is a good investment.

The trials at Ancestown lead mine have been brought to a conclusion. With regard to the established mines under lease to the company, your board are enabled on the present occasion to report most satisfactorily, and the accounts of profit which accompany this report add further corroboration to the testimony already submitted of the great value of that part of the company's property which has, by liberal and judicious expenditure of capital, been brought into a state of extensive and permanent operation.

Of those concerns the Knockmahon copper mines, county Waterford, have yielded, in the past half-year, 3133 tons of ore, containing 10 per cent. of copper, and the company's profit thereon amounts to 8925l. 1s. 1d., of which 1070l. 8s. 5d. has been expended in erecting additional machinery and other improvements.

Some years having elapsed since a detailed description of the company's property was presented in the board's report, it is considered advisable on the present occasion to state, in order to prevent misconception, that the mines denominated "Knockmahon Mines" consist of an extensive district held by lease from various proprietors. Of this district, those parts which are the property of the Ecclesiastical Commissioners and Miss Osborne have hitherto been the most productive; but the encouragement afforded by the Marquess of Ormonde and Mr. O'Shee, as well as previously by the other proprietors, having induced your board to order additional expenditure in search of ore, the result so far has fully justified the course adopted, a valuable lode having been recently discovered on the Marquess of Ormonde's property, and considerable improvement noticed in driving upon that already opened on Mr. O'Shee's estate. From these latter discoveries the company have not yet derived any returns. There is also good reason to expect further discoveries, especially on the extensive estate of the Marquess of Ormonde, which will increase the returns from this district on a future occasion.

Since the board's former report, there has been erected in the Knockmahon district a steam-engine for drawing the ores to the surface, and stabling for twenty horses employed in carrying the ore to the dressing floors, crushing mills, and stamps, and from thence to the shipping place. Additional stamps and separators have also been erected, proportionate to the increased productiveness of the mines, and the present prospect fully establishes the propriety of this expenditure.

The Slievardagh collieries have also become more productive. The profit therefrom in the past half-year amounts to 2116l. 13s. 10d., and from the impetus given to the company's works by the landlord of the Coolquill estate, having not only abated the high rent agreed for in 1824, 30 per cent., but having also discontinued the charge of rent for coal used in working the steam-engines, your board has made arrangement for an increased scale of operations in this part of the coal district, which will be advantageous to the company as well as to the landlords, the demand for coal having so far kept pace with the increased produce.

The level for unwatering the Hill and Fort collieries on the Coolquill estate is at present driven in a fault; the cost is, nevertheless, repaid by the produce; and it is expected that, prior to the board's next report, the coal-field will be unwatered by it. In the mean time, part of Mardyke—first and second seams—having been unwatered by means of steam power, the output from the Coolquill estate will, it is expected, be considerably increased.

On the Boulantie estate, the level having been driven to the coal, the steam-engine has been sold, and the colliery is now worked advantageously, level free.

The Common colliery—Ballygladwin—is objection with that portion of

the Boulantie estate upon which is the joint-fitting for working the coal of the two properties, has been wrought to a considerable extent and with increasing advantage.

Glengole colliery has also yielded profitable returns; and there will be an increase therein to a considerable extent, so soon as the level, now in progress through the Lickina estate, shall be completed, the cost of which is repaid by the returns.

The Glendalough or Laganure lead mines and Ballycorus smelting and manufacturing establishment have yielded profit amounting to 2469l. 1s. 3d. in the half-year; and the present prospect, especially at Ruplagh mine, is considered very satisfactory; at Ballycorus mine also the prospect is considered favourable.

The company's manufactured lead continues to give satisfaction to the trade, as shown by an increased demand for it in pigs, sheets, pipes, and shot. Glenpatrick slate quarry has yielded profit amounting to 268l. 13s. 4d.

The Killaloe slate quarries have again been a source of expenditure of capital, the cost of operations considered advisable having absorbed a further sum amounting to 1384l. 14s. 11d. in addition to the produce of the quarries in the half-year. Considerable improvement is noticed in the manufacture of the slates, the superior quality of which is appreciated in an extensive district; the demand is not, however, equal to the supply now attainable from the extensive range of quarry-ground opened; and the board has thought it advisable to make some sacrifices, with the view of extending the district for sales, so as to embrace Dublin and other extensive markets. To accomplish this object effectually, by removing existing prejudices without further loss, will require time; and if the board shall find difficulty in disposing of the large stock of slates accumulated—in value now amounting to 10,000l.—it is intended to change the system of management at the quarries, and reduce the establishment to a scale suitable to the demand; and in the mean time the works which occasioned the expenditure noticed have been suspended.

Having thus set forth the state and prospects of the company's affairs, it only remains for your board to recommend a dividend at the rate of 7 per cent. per annum for the half-year, payable on and after the 1st September next.

The foregoing report having been read, it was moved by Mr. James Perry, that a dividend at the rate of seven per cent. per annum be declared for the half-year now ended, which, having been seconded by Mr. Mooney, of Pill-lane,

Mr. CHAYTOR (one of the auditors) moved as an amendment, that the amount of dividend be five per cent. for the half year, and he pledged himself that if the meeting adopted the amendment, they would receive ten per cent. for the ensuing half year, as the directors would thereby be restrained from expending capital upon new undertakings, some of which had absorbed nearly one-half of the profits in the past half year, reducing the amount obtained from the three established concerns, amounting to ten per cent. upon the company's deposited capital in the half year, to five per cent., the amount he proposed to divide. He, therefore, moved that the dividend be five per cent. for the half year.

The amendment was seconded by Mr. T. Phelps.

Mr. J. DAWSON objected to the course proposed to be adopted by Mr. Chaytor, and denied that the directors had opened any new mines in the past half year, or that it was their intention to do so, unless with the concurrence of the shareholders. Those mines upon which a sum of 2,000l. had been expended in the half year, out of the gross profits, amounting, he admitted, to upwards of 14,000l., or ten per cent. upon the deposited capital, have been under lease to the company upwards of twelve years, and it became indispensable, nearly two years since, to either open the mines or surrender them, and the prospects being represented by competent judges to warrant the board's decision, that it would be sacrificing the company's property to surrender those mines without trial—the propriety of that decision has not until now been questioned; and with regard to the amount of dividend, he put it to the meeting whether it would be prudent to divide the full amount of the company's profits. Would it not be better to leave a part, as proposed, in the hands of the treasurers, to increase future dividends or meet any reverses. The directors are the heaviest holders of the company's stock, and their interest is identical with that of the shareholders. He, therefore, supported the prudent course proposed in the board's report, and hoped the meeting would adopt it.

The CHAIRMAN informed Mr. Chaytor that he could not put the question upon the amendment; the company's deed having provided that the directors should recommend dividends of all or a part of the profits, and the shareholders might decline such dividends, but could not alter the amount; they may, however, reject it altogether.

Mr. JAMES PIM, sen., was of opinion that if the directors were unanimous as to the amount of dividend, the meeting should adopt it.

Mr. JAMES PIM, jun., thought it would be better not to give a dividend if they did not give more than at the rate of eight per cent.; and, for his part, he was willing to defer making any dividend at present, especially as the section of the deed referred to was declared by the chairman fatal to the amendment. He had come to the meeting intending to take a middle course. He thought that dividing a per centage on the subscribed capital was bad, it was complicated, and the proposed dividend would be some fractions under five shillings per share. He thought they could well pay six shillings per share; paying a rate per share was what your proprietors could clearly understand. He would, however, propose that the assembly adjourn for a week, in order to enable the directors to consider the suggestions that had been thrown out at the meeting.

Mr. JAMES PERRY objected to an adjournment, and assured the meeting no advantage could be gained by it.

The motion for adjournment having been withdrawn, the dividend was declared at the rate of seven per cent. per annum for the half year. Messrs. Jonathan Pim, Joshua M. Chaytor, and Edward Atkinson, Esqrs., were re-elected auditors for the ensuing six months. The thanks of the assembly were voted to Isaac English, Esq., for his conduct in the chair, and the meeting adjourned.

THE TRADE OF ANTWERP.

The annual account of the situation of the province of Antwerp gives a comparative view of the commerce and navigation of the port during the last three years:—

	SHIPS ARRIVED.		
	Foreign.	Belgian.	Total.
1835.....	939	250	1,189
1836.....	959	286	1,245
1837.....	1,073	333	1,426
	2,971	889	3,860
Tonnage.....	1835.....	153,243	
	1836.....	176,079	
	1837.....	225,030	

Thus it appears that there was in 1837 an increase of 48,951 tons above 1836, and of 72,787 tons above 1835. This increase is chiefly in the arrivals from the north with corn and timber. Our exports consisted of raw produce of different kinds, manufactured articles, and refined sugar. In the latter article there was a great falling off. The transit of trade has decreased very considerably.

DISCOUNTS.

The bills presented to a bank for discount may generally be divided into the following classes:—

1. Bills drawn by producers or manufacturers upon wholesale dealers.
2. Bills drawn by wholesale dealers upon retail dealers.
3. Bills drawn by retail dealers upon consumers.
4. Bills not arising out of trade, but yet drawn against value, as rents, &c.
5. Kites, or accommodation bills.

The first two classes of bills are the best, and are fair, legitimate bills for bankers to discount.

The third class ought not to be too much encouraged. They are for comparatively small amounts, and are drawn by shopkeepers and tradesmen upon their customers. To discount these bills freely would encourage extravagance in the acceptors; and ultimately prove injurious to the drawers. When a man accepts bills to his butcher, baker, tailor, upholsterer, &c., he may fairly be suspected of living beyond his income. Solvent and regular people pay their tradesmen's accounts with ready money.

The fourth class of bills, though sometimes proper, ought not to be too much encouraged. Persons out of trade have no business with bills.

The last class of bills should almost always be rejected. To an experienced banker, who knows the parties, the discovery of accommodation bills is by no means difficult. They are usually drawn for even amounts, for the largest sum that the stamp will bear, and for the longest term that the bank will discount, and are presented for discount soon after they are drawn. The parties are often relations, friends, or parties who, from their avocations, can have no dealings with each other.

ON THE COMPOSITION OF CERTAIN MINERAL SUBSTANCES OF ORGANIC ORIGIN.

BY J. V. W. JOHNSTON, F.R.S., &c., DURHAM UNIVERSITY.

HATCHETINE.—This mineral is known to occur, though rarely, in connexion with the iron ores of the coal measures in Glamorganshire, and in some of the Midland counties of England. The specimen to which the following description and analysis applies was from the former locality, and I have been indebted for it to the liberality and kindness of Sir David Brewster.

It is transparent, yellowish, consists of thin laminae of a nacreous lustre, has the consistence of soft wax, is greasy to the touch; at ordinary temperatures has no perceptible smell, but when heated emits a fatty odour. Its specific gravity at 60° Fahr. is 0.916, and it melts at about 115° Fahr. I am in possession of too small a quantity to enable me to ascertain its boiling point. By a cautious application of heat, it appears to distil over without change.

Exposed to the air for a length of time it blackens on the surface, and becomes opaque, and it is found in most cabinets in this state. When melted, the black particles, probably charcoal from the slow decomposition of the mineral, float in the fluid and exhibit much lustre.

Boiling alcohol dissolves it very sparingly, and from the solution it is nearly all precipitated on cooling. Ether in the cold also dissolves a very small quantity; in boiling ether it is more largely soluble. On cooling, the solution coagulates into a mass of minute fibres (prisms), from which the ether may be separated by agitation or compression, and which have a crystalline nacreous lustre. In recent specimens the mineral is said sometimes to occur in large crystals, with the form of which I am unacquainted. After repeated boiling with ether there remains still a minute portion undissolved, mixed with the particles of charcoal by which its surface had been blackened.

Concentrated and boiling sulphuric acid chars and decomposes it. In boiling nitric acid it undergoes no apparent change.

According to Sir David Brewster it polarizes light in patches. Of an uncoloured portion selected for analysis from the centre of the mass, 5.14 grs. gave 15.97 of carbonic acid, and 6.765 of water. These quantities are equal to

	Experiment.	Theory.
1 atom of carbon =	76.437 = 85.910	85.965
1 atom of hydrogen =	12.479 = 14.624	14.035
	88.916	100.534
	100	100

The excess of hydrogen is to be attributed to the unusual quantity of moisture left in the oxide of copper, which the volatility of the substance prevented me from heating sufficiently high to permit the water to be wholly driven out.

This substance, therefore, belongs to the group of which olefant gas is the best known type, and it differs from paraffine chiefly in its tendency to crystallize, and to decompose and blacken by long exposure to the air, or by the action of concentrated sulphuric acid. In the last two properties it agrees with the Middletonite described in the preceding Number.—*London and Edinburgh Phil. Mag. and Jour. of Science.*

THE AGE OF THE EARTH.

We extract the following article on the "Age of the Earth, considered geologically and historically," from the *Edinburgh Chronicle*, it will be seen that the opinions of the writer are very much in accordance with those which we have on various occasions expressed.

The question of the age of the earth is one that has excited a very great degree of interest. In itself, it is highly calculated to take a hold upon the mind: it is the *quæstio vœræ* of geology, the most fashionable—that is, for the time—the most attractive and exciting popular study; and, independent of these considerations, it possesses a deep interest, from the deductions of geology having been supposed to run somewhat counter to the mosaic narrative. That the researches of geologists have established a higher antiquity for our earth than that of the former interpretation of the first chapter of Genesis, is an opinion that has been gradually gaining strength, not only among geologists, but even among divines of no mean reputation, and whose general soundness and orthodoxy cannot be questioned. And the public—getting a popular glimpse of some of the more obvious and striking arguments in favour of the new doctrine, naturally attributing some weight to the almost unanimous opinion of the most eminent geologists, and emboldened by the sanction given to the more liberal interpretation of the disputed passage in the book of Genesis, by men whom they cannot but look upon as worthy of confidence as spiritual guides—have almost insensibly slipped into the general belief that our earth, though not inhabited by man till about the period indicated by Moses, had existed for a very considerable time before the acts of creation referred to in the Scriptural narrative.

Evidence of every kind, inferior to the highest, presents itself with different degrees of force to different minds. For our own part, we cannot but regard the opinion that the earth is of very high antiquity, as resting on grounds the force of which it is very difficult to resist. On these, we will not enter here at any length; but we cannot help adducing one striking instance, which will convey a tolerable idea of the kind of argument on which geologists found their opinion. In the Isle of Portland, immediately above the Portland stone, which is much used for building, there is a bed or stratum, called by the workmen the "dirt-bed." This bed is somewhat like a peat-bog. It is made up of black loam, mixed with the remains of tropical plants. It contains a number of petrified trees laid prostrate, and a number of similar stumps of very large trees erect, or slightly inclined, evidently in the situation in which they lived, and actually with their roots spreading among the earth in which they grew. Above this dirt-bed there are 1000 feet of strata, fresh water deposits of sands and clays; and above these more than 1000 feet of marine strata of sand and chalk. These strata, as well as the Portland stone and other strata below the dirt-bed, are regularly laid and parallel to each other, in such a manner as shows that, during their formation, there had been no rapid or violent action, but that they have been deposited quietly and slowly in the usual still manner of undisturbed stratification. And the dirt-bed extends in the like manner for many miles. Now, the Portland stone and the inferior strata themselves, must have required no inconsiderable time for deposition from water. After the Portland stone had been deposited, which all admit has taken place under water, it has been elevated above the waters and become dry land, a soil has formed upon it, and a forest of trees of two to four feet in diameter has grown upon this soil. After this, the Portland stone and forest above it must have sunk and been covered, first with fresh, then with salt water, and deposits of more than 2000 feet thick formed above the forest; after which it has been again elevated (or the waters receded), and a soil formed above the whole. In the latter state we know it has remained for several thousand years; and if these strata have been formed within the two thousand years preceding the deluge, or even within the last six thousand years, it must have been by processes as widely different from any thing going on at the earth's surface at present, as an eruption of Mount Vesuvius is different from a boy's squib on a king's birth-day. Deposition of sediment from water, and the petrification of animals or vegetables, so that the form remains while the substance is entirely removed, are extremely slow operations; and when we behold in many deep-seated strata pebbles imbedded, hard and indestructible, yet smooth and rounded by long-continued attrition, and evidently fragments broken off from earlier rocks—when we find that these pebbles are themselves pieces from stratified rocks, which have been formed by the wasting of still older rocks, carried in grains into the bed of the ocean, there stratified, uplifted, broken to pebble, and the pebble imbedded and stratified in some new medium—such facts as these irresistibly carry us back to periods, compared to which the records of man shrink to a point.

These are mere specimens of the arguments from which geologists infer the great age of the earth, and which have carried conviction to the minds of most who have examined them. Mr. Rhind, however, adopts a different view, and in the work before us, has endeavoured to show that we can not adopt any other than the former interpretation of the first chapters of Genesis, of the creation of the world in six days, and that the present strata may have been formed in the 2000 years preceding the deluge. But a certain portion of the earth was inhabited previous to the deluge; we have some notion of the locality, and we are afraid Mr. Rhind will be under the necessity of maintaining also that the strata there were deposited, filled with organic remains of animals which had grown and lived, there petrified, uplifted, and clothed with a soil, in the six days—or at all events during the short period that the deluge lasted.

MINING CONCERNS IN IRELAND.—The mines and collieries of Ireland are beginning to attract public attention, both from the increased quantity of their produce, and the great number of persons employed. One of those companies held a meeting on Saturday, when it appeared that their profit on the half year was upwards of 10,000l. A dividend at the rate of 10 per cent. was proposed by some of the proprietors; but the directors recommended that it should not exceed seven, in order that a reserve fund might be created. The principal article produced by those companies are copper ore, sold at Swansea; lead, smelted at the works; and coals, principally in Tipperary. Some of the English proprietors attended the meeting on Saturday.—*Times*.

GOLD REGION OF THE UNITED STATES.

In a recent number of the *New York Courier and Enquirer* we find a communication on the subject of the gold mines in the United States, which appears to be well worthy of attention. Worked either by American or English capital, the supplies of gold must become much more abundant, if we are to judge from the following account of the mines of the southern states, as given in the *New York Journal* mentioned above:—

"The gold region in the United States is more extensive than is generally supposed, commencing in Virginia and extending through part of North Carolina, South Carolina, Georgia, and Alabama, into Tennessee. The principal amount of gold has been taken from the mines of North Carolina, which have been the longest known and worked. The gold mines of Virginia have recently attracted much attention, and the legislature of that state have been liberal in granting charters to companies for the purpose of exploring, opening, and working the mines. The principal counties in Virginia in which gold mines have been explored to any extent are Stafford, Culpepper, Fauquier, Spotsylvania, Orange, Louisa, and Buckingham. Brooker's mine, in Buckingham, the Culpepper and Milbank mines, in Culpepper, and the Walton mines in Louisa county, have been found very rich in gold ore.

"That these mines may be profitably wrought admits of no doubt, the cost of working them being found not to exceed thirty-five cents, to the bushel, or one hundred pounds of ore, even in the present imperfect state of the mining business; and the average product of the Walton mine is stated at \$5 92 to the 100 pounds, or bushel of ore. Professor Rogers, of the University of Virginia, obtained between twelve and thirteen dollars from 100 pounds of the ore of this mine, and on four trials by another distinguished mineralogist, an average of \$41 42 for 100 pounds of ore was obtained.

"These facts are mentioned as examples of what may be done in our southern gold mines; and we are happy to understand that arrangements are in progress by southern gentlemen and others interested in the gold mines to effect the object of developing these sources of supply of the precious metals. We are sure that the comparative importance of these mines with those of other countries is but little known, and therefore that the facts we have stated will prove generally interesting to the public. In conclusion we may remark, in the language of a mineralogist who has examined the gold region of Virginia, that 'in all probability many rich gold deposits and gold veins remain to be discovered, both in Virginia and in other states, and our country may confidently expect from its own territory sufficient supplies of gold for its coinage, for the demands of the arts, of ornament, and of use, and not improbably for exportation.'

"The amount of gold received at the United States mint from the mines in the southern states, from 1824 to 1834 inclusive, was \$5,126,500. But a small part of the gold obtained from the mines is sent to the mint. The greater part is sent to Europe, and a considerable portion is used by jewellers and other manufacturers in the United States."

FOREIGN COPPER.—The following notice has been issued from the Board of Customs:—"By Treasury order, dated the 25th July, foreign copper is allowed to be delivered from the warehouses for the purpose of extracting the silver therefrom, subject to the same regulations and conditions as are contained in the Treasury order of the 23d January last, allowing lead to be delivered for a similar purpose."

AMERICAN MANUFACTURES.—The manufacturing population of the United States are almost all confined to New England. In the hands of its busy and enterprising people is the entire cotton trade, the fisheries, and distilleries. In some branches of the cotton trade, they have even become our rivals, as they weave full 200,000,000 yards of plain goods annually—an amount far exceeding the wants of their own country. Wool is manufactured to the value of 5,500,000, per annum, and paper to the amount of 1,200,000. In New England are also manufactured immense quantities of shoes and boots, straw hats (much worn by both sexes), clocks, tin ware, &c. Our towns of Northampton and Dunstable find their counterparts in Hartford, and other places there. To the Philadelphia wholesale warehouses, as in a great reservoir, do most of these commodities flow, and are thence distributed over the more southern and western states. This transmission of products has been much facilitated of late years by improvements in roads, &c., inasmuch that the journey to Pittsburgh, on the great western route, and famous for its coal and iron mines, which used to occupy a fortnight, can now be made in less than three days. Immense sums have been spent by Pennsylvania in internal improvement; and thereby that state has a heavier debt than any in the union. It is to be observed that, when we hear of the United States having no public debt, it is to be understood of the general government only, for each state has a separate debt of its own, and, in some instances, these are not very light either. In Philadelphia there are, consequently, a prodigious number of storing warehouses; of retail "stores" there are, considering the extent of the place, very few; in a large proportion of the streets, indeed, there are none. [Note—haberdashers and silk mercers are called "dry goods" stores."] Among those last, "book stores" hold a conspicuous place; for, among the branches of Philadelphia traffic, printed literature must not be forgotten. Reprints of English works—called "pirated editions" by our trade—are so abundant, that most Americans look upon books not of the current year's date as scarce worth the reading. Such works as Bulwer's or Marryat's novels may be had complete, as soon as they appear in England, and well done up in cloth, for 2s.; or in sheets, printed newspaper fashion, for about 1s. 2d. In England they sell at prices varying from 1s. to 10s. 6d. All other works of our originating bear a similar price. This state of things, so convenient for them, is too well established to be shaken. Yet we heard lately of applications being made by English authors and publishers to congress to put down American literary piracy, or at least, to secure an interest in such reprints. We may save ourselves the trouble; however civilly congress may seem to entertain such a proposal, it dares do nothing, for the state legislatures would never allow any justice to be done in the matter.—*Thomson's Men and Things in America.*

SALE OF COPPER ORES AT REDRUTH.

Sampled, June 27, and sold at Andrew's Hotel, Redruth, July 12.

Mine	Tons	Price	Purchaser	Mine	Tons	Price	Purchaser
Carn Brea 99	5 19	0	P. Grenfell.	Wh. Buller 23	5 12	6	Mines Royal
ditto 96	1 15	0	—	Wh. Beachamp 51	4 17	0	—
ditto 88	4 18	0	—	Relistian 112	9 5	6	Williams.
ditto 88	5 15	6	—	ditto 71	4 17	6	Nevill & Co.
ditto 81	5 16	6	Mines Royal	ditto 52	5 11	0	Williams.
ditto 77	6 8	6	P. Grenfell.	ditto 9	19 15	0	—
ditto 71	5 14	3	—	Provid. M. 123	6 18	0	—
ditto 68	7 12	0	Vivians.	ditto 107	7 6	6	—
ditto 64	5 3	0	P. Grenfell.	W. Busy 61	3 5	6	Nevill & Co.
ditto 50	14 10	6	Vivians.	ditto 60	1 19	6	—
ditto 40	4 0	6	Mines Royal	ditto 39	1 12	6	—
W. Friends 110	4 14	6	—	Trevayas 62	3 8	6	Williams.
ditto 97	4 16	6	Vivians.	ditto 85	4 14	0	Mines Royal
ditto 24	12 7	0	Mines Royal	ditto 39	8 13	6	—
W. Prosper 80	6 17	0	Vivians.	Levant 60	10 5	6	Williams.
ditto 40	12 3	6	Mines Royal	ditto 50	13 11	0	—
Trevaythian 54	5 1	6	—	ditto 43	10 13	6	Vivians.
Owen Veau 36	5 2	0	—	Wh. Speed 95	5 10	0	Freemans.
Fowey C. 104	6 12	0	Vivians & Co.	ditto 52	9 10	0	—
ditto 102	5 10	0	P. Grenfell.	W. Charlott 52	4 1	6	Nevill & Co.
ditto 96	5 16	6	Vivians & Co.	ditto 41	3 1	6	—
ditto 61	5 10	6	P. Grenfell.	ditto 19	3 14	0	—
Tresavean 107	5 12	6	—	ditto 10	3 4	6	—
ditto 72	6 16	0	—	W. Provid. 53	6 16	6	Williams.
ditto 68	3 16	6	—	ditto 45	14 5	6	—
ditto 65	8 10	0	—	ditto 17	3 4	6	Vivians.
Marazion 104	3 2	0	Vivians.	Harmony 41	7 16	0	—
ditto 62	6 19	6	—	ditto 38	9 2	6	Mines Royal
ditto 50	7 7	6	—	ditto 23	5 15	0	—
ditto 39	8 10	6	—	Wheal Harmony 37	8 8	6	Vivians.
ditto 29	3 5	6	Nevill & Co.	ditto 30	3 0	0	—
ditto 22	1 17	0	—	Trevaskus 33	7 10	0	P. Grenfell.
Wh. Buller 112	7 12	6	Williams.	Wh. Mary 27	7 5	6	Williams.
ditto 98	3 9	6	—				

TOTAL PRODUCE.

Carn Brea Mines 817	4740	6 0	Providence Mines 230	21632	9 6
Wh. Friendship	—	—	Wheal Busy	160	380 13 6
Wh. Prosper	441	2776 16 6	Trevayas	154	799 15 6
Trevaythian D.	—	—	Levant	153	1753 6 6
Owen Veau	363	2143 12 6	Wheal Speed	147	1016 10 6
Fowey Consols	363	2143 12 6	Wheal Charlotte	122	477 8 6
Tresavean	96	516 6	Wh. Providence	118	1068 18 6
Marazion Mines	306	1616 15 0	Wheal Harmony	97	753 3 6
Wh. Buller	289	1610 3 0	Wheal Trenwith	81	519 13 6
Wh. Beachamp	244	1851 5 6	Trevaskus	33	247 10 6
Relistian	244	1851 5 6	Wheal Mary	27	196 8 6
Average standard, 1044 12s.	—	—	Average price, 61. 2s. 6d.	—	—
Quantity of ore, 4091.	—	—	Quantity of fine copper, 351 tons cwt.	—	—
Quantity of ore, 4091.	—	—	Average standard of last sale, 1104 12s.	—	—
Copper ore for sale on Thursday next, at Pearce's Hotel, Truro. Mines and Parcels.—Tresavean, 830; Wheal Jewel, 578; Fowey Consols, 375; Wheal Unity Wood, 328; Hallenbeagle, 288; Carharrack and Wheal Maiden, 225; Poldice, 212; Cook's Kitchen, 114; Wheal Vor, 95; Sydney Cove, 93; Great Work, 54; Wheal Tolgus, at Portreath, 31.—Total, 3215.	—	—		—	—

Copper ores for sale on Thursday week, at Pearce's Hotel, Truro. Mines and Parcels.—Consols Mines, 1405; Great St. George, 480; Fowey Consols, 883; Wheal Leisore, 284; Wheal Ellen, 281; Godolphin, 168; Wheal Providence, 111; East Crinle, 100.—Total, 3212.

PURCHASES OF COPPER ORES AT CAMBORNE.

JULY 5.

Purchaser	Mine	Tons	Price	Amount	Total Amount
Mines Royal	North Roskear	114	6 3 6	703 19 0	
1.	United Hills	58	10 11 6	618 17 0	
	Dolcoath	57	8 17 6	127 17 6	
	South Towan	143	5 0 6	480 4 6	
	Wheal Sparrow	13	4 14 6	61 8 6	
					2486 12 0
2. VIVIAN AND SONS.	Consolidated Mines	91	5 10 6	602 15 6	
	North Roskear	112	6 4 6	810 0 0	
	South Roskear	102	5 10 6	520 19 0	
	South Towan	70	6 19 6	711 9 0	
	Wheal Sparrow	344	3 1 0	225 14 0	
	South Roskear	314	4 14 6	380 15 0	
	Dolcoath	40	4 3 6	144 0 0	
	South Towan	70	2 17 0	80 15 6	
	Tincroft	181	4 17 6	202 6 3	
	East Pool	80	2 4 0	88 0 0	
	Wheal Vyvyan	23	3 14 6	68 18 3	
			6 19 0	556 0 0	
			2 10 0	37 10 0	
					4817 8 3
3. FREEMAN & CO.	Consolidated Mines	404	6 0 6	244 0 3	
	North Roskear	364	6 0 6	219 18 3	
	Fowey Consols	504	5 15 6	374 17 0	
		94	5 8 0	507 12 0	
			4 10 0	414 0 0	
					2052 0 3
4. GRENELL AND CO.	North Roskear	101	6 3 0	621 3 0	
	South Roskear	314	4 16 0	380 0 0	
	South Towan	70	2 17 0	80 15 6	
	Wheal Sparrow	13	4 18 6	187 3 0	
	East Pool	80	5 6 6	309 7 6	
	Wheal Vyvyan	23	3 1 0	285 14 0	
	East Wheal Croft	264	6 8 0	162 12 0	
	Dolcoath	143	5 0 6	72 0 6	
	South Towan	21	1 19 0	40 19 0	
	Tincroft	33	5 18 0	354 0 0	
		28	2 1 6	68 9 6	
			3 0 6	84 14 0	
					5973
5. CROWN COPPER CO.	Consolidated Mines	98	6 0 0	588 0 0	
	North Roskear	93	5 16 0	588 0 0	
	South Roskear	87	7 15 6	676 8 6	
	South Towan	84	7 0 0	588 0 0	
	Wheal Sparrow	404	6 0 6	244 0 3	
		364	6 0 6	219 18 3	
		69	9 1 6	626 3 6	
		7	12 17 0	89 19 0	
					2738 18 0
6. SING, WILLIAMS, YVANS, NEVILL, AND CO.	United Hills	83	3 13 0	302 19 9	
	South Roskear	69	4 3 0	286 7 0	
	South Towan	62	2 12 0	161 4 0	
	Wheal Sparrow	57	4 1 0	230 17 0	
	Tincroft	45	3 9 6	156 7 7	
	South Wheal Bassett	49	3 14 0	181 6 0	
		48	3 9 6	166 16 0	
	Wheal Vyvyan	43	3 3 6	221 9 0	
	Wheal Harriet	15	2 10 0	87 0 0	
			1 16 0	27 0 0	
					1791 16 0
7. WILLIAMS, FOSTER & CO.	Consolidated Mines	71	4 11 0	323 1 0	
	North Roskear	344	4 3 6	144 0 9	
	South Roskear	414	4 17 6	202 6 3	
	South Towan	39	4 18 6	187 3 0	
	Wheal Sparrow	61	4 3 6	254 13 6	
	East Wheal Croft	39	1 19 0	76 1 0	
		76	3 15 6	479 6 6	
		66	4 9 6	340 2 6	
		264	3 16 0	250 16 0	
		77	6 8 0	169 12 0	
		20	5 6 6	410 0 6	
		20	4 14 6	94 10 0	
		56	2 15 0	184 0 0	
		143	5 0 6	72 0 6	
		44	1 19 0	172 14 0	
		184	3 14 6	68 18 3	
		6	8 10 0	51 0 0	
		5	6 4 0	31 0 0	
					3481 5 3
8. VIGORS	Fowey Consols	504	5 15 6	291 12 9	
	Dolcoath	97	5 15 6	580 3 6	
		45	4 7 0	218 5 0	
					1070 1 3
					22004 18 9

SALE OF COPPER ORES AT CAMBORNE.

Sampled June 20, and sold at Tyack's Hotel, Camborne, July 5.

Mines	Tons	Price	Purchasers	Mines	Tons	Price	Purchasers
		£ s. d.				£ s. d.	
Consols.	98	6 0	Crown Co.	East Crofty	66	3 16 0	Williams.
ditto	93	5 16 0	—	ditto	53	6 8 0	P. Grenfells.
ditto	91	5 10 6	Vivians.	Longcote	77	5 6 6	Williams.
ditto	87	7 15 6	Crown Co.	Dundnace	20	4 14 6	—
ditto	84	7 0 0	—	United H.	53	3 18 0	Nevill & Co.
ditto	82	6 4 6	Vivians.	ditto	69	4 3 0	—
ditto	81	6 0 6	Freemans.	ditto	62	2 12 0	—
ditto	78	6 0 6	Crown Co.	ditto	58	10 11 6	Mines Royal
ditto	71	4 11 0	Williams.	ditto	57	4 1 0	Nevill & Co.
ditto	69	9 1 6	Crown Co.	ditto	33	3 17 6	Mines Royal
ditto	65	5 19 0	Freemans.	Dolcoath	57	8 8 6	—
ditto	47	5 10 0	Vivians.	ditto	56	2 15 0	Williams.
ditto	7	12 17 0	Crown Co.	ditto	45	4 17 0	Vigurs.
N. Roskear	116	5 15 0	Vivians.	ditto	43	5 0 6	Williams.
ditto	114	6 3 6	Mines Royal.	ditto	40	2 4 0	Vivians.
ditto	102	6 19 6	Vivians.	ditto	21	1 0 0	P. Grenfell.
ditto	101	6 3 0	P. Grenfells.	Sth. Crovan	59	5 15 0	Vivians.
ditto	75	4 16 0	—	ditto	60	5 18 0	P. Grenfells.
ditto	74	3 1 0	Vivians.	ditto	32	3 8 0	Mines Royal
ditto	70	4 14 6	—	Wh. Lydia	66	4 16 6	—
ditto	69	4 3 6	Williams.	Tincroft	45	3 9 6	Nevill & Co.
ditto	63	2 17 0	P. Grenfell.	ditto	44	3 16 6	Williams.
S. Roskear	83	4 17 6	Vivians.	ditto	37	3 14 6	—
ditto	76	4 18 6	P. Grenfells.	ditto	33	2 1 6	P. Grenfells.
ditto	75	5 6 6	—	ditto	28	3 0 6	—
W. Chance	94	3 1 0	—	Sth. Bassett	49	3 14 0	Nevill & Co.
ditto	61	4 3 6	Williams.	ditto	48	3 6 6	—
Wh. Gerry	39	1 19 0	—	ditto	43	3 3 6	—
Fowey C.	101	5 15 6	Freemans.	East Pool	80	6 19 0	Vivians.
ditto	97	5 16 6	Vigurs & Co.	W. Vyvyan	40	2 10 0	Nevill & Co.
ditto	94	5 8 0	Freemans.	ditto	36	8 10 0	Williams.
ditto	92	4 10 0	—	W. Harriet	15	1 16 0	Nevill & Co.
East Crofty	83	5 15 6	Williams.	W. Sparrow	18	4 14 6	Mines Royal
ditto	76	4 9 6	—	Peddall Pol	5	6 4 0	Williams.

PRICES OF SHARES.

JOINT STOCK BANKS

Share.	NAME OF COMPANY.	Amount paid.	Price.	Dividend per share.	Pay- ment made.
25,000	Agric. & Com. of Irel.	25	10	—	—
5,000	Austrasia	40	40	8	Jan.
500,000	Bank of Scotland	—	83 1/2	—	—
10,000	Bank of Birmingham.	50	10	—	Mar.
20,000	Birmingham Bank.	50	10	19	10
500,000	British Linen Co.	100	100	—	Mar.
20,000	British North Amer.	50	20	22 1/2	19
100,000	Commercial	100	100	183	—
20,000	Colonial	100	25	27 1/2	—
3,000	Equitable Loan Co.	—	9	10	—
10,000	Foreign Banking Co.	—	8	9	—
10,000	Glasgow Union	50	50	65	10
10,000	GloUCEstershire	50	10	—	Feb.
6,000	Hampshire	50	5	—	Aug.
10,000	Hibernian	100	25	—	4
3,000	Devon & Cor. Bg. Co.	20	36	—	—
30,000	London & Westmins.	100	29	22 1/2	5
5,000	LANCaster	100	20	—	Mar.
25,000	Liverpool	100	10	2 1/2	Aug.
50,000	London Joint Stock Co.	10	11 1/2	6	July
20,000	Manch. & Lifer. Dia.	100	15	—	—
20,000	Manchester	100	25	27	Mar.
25,000	MONTN. & GLASGOW	30	10	15	Oct.

North & South Wales	10	10	9
National Scotland..	..	10	13

20,000	Natl. Bank of Ireland	50	174	16	5	
10,000	Nat. Provincial. Engl.	100	35	35½	5	Jan.
80,000	Nor & Cent. B. of Eng.	10	10	..	5	Dec.
100,000	North Wilts.	25	5	8	7	
20,000	Prov. Bk. of Ireland	100	25	42½	8	July
4,000	Ditto New	10	10	17	8	
600,000	Royal of Scotland	109	
7,000	South African	5	..	
20,000	S. of Ireland, Cork ..	25	5	5	..	

W. of Eng. & S. W. Dis	20	124	12
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20,000 Tons of Lignite and Dorset ..	15	74	74	5	—
SALES LIGHT AND COKE COMPANIES					
500 Alliance	10	5	—	—	—
500 Bath	20	16	—	—	—
600 Bradford	25	25	—	14	Sept.
500 British	40	116	214	14	—
900 Do. Provincial	20	19	223	—	—
628 Birmingham	50	50	98	54	Sept.
400 Birm. & Staffordshire ..	50	50	76	4	—
600 Brentford	50	—	30	4	April
250 Bristol	20	20	36	2	Feb.
750 Do. New	20	20	103	36	—
750 Do. New	20	18	9	—	—
471 Brighton, General	20	20	17	43	Nov.
363 Carlisle	25	—	—	—	—
500 Continental Consolidat.	75	623	90	4	Nov.
240 Canterbury	50	50	55	6	Jan.
700 Chelmsford	50	50	42	4	Dec.
800 Cheltenham	50	50	75	8	Oct.
100 City of London	100	100	196	10	Sept.
900 Do. New	100	60	114	6	Dec.
800 Coventry	25	25	25	—	—
200 Derby	50	50	—	—	—
180 Dover	50	50	—	—	—
600 Dudley	20	20	184	5	—
500 Edinburgh Coal Gas	25	25	—	—	—
Edinburgh and Alloa	—	14	—	—	—
240 Exeter	50	50	—	—	—
900 Knaith	50	50	303	43	April
000 European	20	7	—	—	—
450 Glasgow	25	—	—	—	—

enwich Railw. Gas	..	1	..
erial	50	50	50

000	Do. Bonds.	100	100	4	
200	Ipswich		10		
300	Isle of Thanet	25	20	5	Aug
350	Independent	30	30	49	6 Oct
400	Leith	20	20		
500	Leith Coal Gas	20	20		
750	Liverpool	242	242	310	22
	Do. N. Gas and Coke	100	100		
800	Do. (New Do.)		60		
850	Main Roads	50	50	100	9 Feb
900	Phoenix	50	50	215	3 June
975	Portsea		53		
1004	Poplar	50	50		
1000	Ratcliff	100	90	58	4 Sept
1000	Rochdale		15		
1000	South Metropolitan		15		24 Aug
1000	Sheffield		16½		
1000	Shrewsbury		10		
20	Swansea	50	50		
000	United General	50	46	294	5 Jan.
000	Warwick	50	50	5	5 Jan.
000	Wakefield	25	25	224	1 Jan.
50	Warrington	20	20	224	1 Oct.
000	Westminster Chartered	50	50	50	3 Dec.

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DOCKS.				
400 Commercial	100	100	66	3
666 East India	100	100	115	6
295 Ditto Additional	6
838 East Country	100	100	71	2
1,030 London .....	..	..	613	24
Ditto Bonds .....	..	..	101	..
2,000 West India .....	..	..	1062	44
209 Bristol	1474	1474	80	2119
324 Ditto Notes .....	..	..	113	5
670 Folkestone Harbour	50	50	..	..
2000 Ditto Bonds .....	..	..	..	5
6000 Collier Docks	50	1	14	..

e., Stock 10

500 Do. Bonds.....	..	102	4	Oct.
500 Do. Bonds for 10 years	..	100 3/4	4 1/2	Oct.
500 Deptford Pier.....	20	8	11	..
500 Herne Bay Pier.....	..	..	..	..

BRIDGES.				
9 Hammersmith.....	50	100	2 1/2	10s
Southwark w. new sub.	63 1/2	63 1/2	2	Jan
Do. New of 74 per cent.	50	50	14	17
Vauxhall.....	70 3/4	70 3/4	22	Dec
Waterloo.....	100	100	3	Dec
Do. old Annuities of 8s.	60	60	19	18 1/2
Do. new do. of 7 1/2.	40	40	17 1/2	16 1/2
Ditto Bonds.....	..	118	5	Feb.

WATER WORKS.				
Birmingham.....	25	25	21 1/2	9s
Colchester.....	100	100	..	..
East London.....	100	100	160	6
Gloucester.....	50	50	5	Jan
Gaslow.....	..	..	..	..

High Joint Stock	25	25
	100	100	43	9

Liverpool Bottle	220	220	325	10	Jan.
New River Lond. Bridge	..	..	..	..	..
Water Annuities .....	..	..	50 1/2	2 1/2	Oct.
Manchester & Salford ..	100	30	54	12	Mar.
Portsea Island	50	50	..	..	..
Portsmouth & Farlington	..	..	1	..	..
Do. New	50	50	21	1	Mar.
400 Ramsgate	100	8	10	..	..
Van shall Kent So. Lond.	100	100	67	44	Oct.
West Middlesex	63 1/2	63 1/2	95	4	Dec.
York Building Co. L. P.	100	100	35	17 1/2	Oct.
ROADS.					
Archw. and Kent Tn.	30	30	..	186	..
Barking	100	100	22 1/2	1 1/2	..
Commercial	100	100	75	12	..
Do. East India Dock Br.	100	..	..	..	..
Great Dover Str. ....	..	70	..	21 1/2	..
Higkate Archway .....	..	307 1/2	2	..	..
New North Rd. Stock	100	100	..	..	..
LITERARY INSTITUTIONS.					
Adeelaide Gal. of Science	50	..	..	..	..
London v. Bronze Tick ..	75	75	204
London University	100	100	20 1/2
Tussell	25	25	79
King's College	100	100	26

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